# The Bombay Gazette.

N. 7,254.—NEW SERIES. BOMBAY :—SATURDAY, JUNE 12, 1869. ANNUAL SUBSCRIPTION IN ADVANCE... ..RUPEES FIFTY-TWO.


## THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

| | |
|---|---|
| For year in advance delivered in Town | Rs. 52 0 |
| ——— including postage | „ 72 0 |
| For half year in advance, delivered in Town | „ 26 0 |
| ——— including postage | „ 36 0 |
| For three months' advance, delivered in Town | „ 16 0 |
| ——— including postage | „ 21 0 |
| For one month, delivered in Town | „ 6 0 |
| ——— including postage | „ 7 12 |
| Single Copy for Cash | „ 0 4 |
| Back Numbers | „ 0 8 |

TERMS FOR ADVERTISEMENTS.

| | |
|---|---|
| Ten lines and under | |
| First insertion | Rs. 5 0 |
| Second Ditto | „ 2 8 |
| Third Ditto | „ 2 8 |
| Fourth and succeeding insertions | „ 0 2½ As. |

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion | 8 As. per line. |
| Second Ditto | 4½ „ „ |
| Third and succeeding | 2½ „ „ |

In the Native Languages, double the above.

DOMESTIC OCCURRENCES. EACH—RUPEE 1.

All CHEQUES, MONEY ORDERS, and other Remittances should be made payable to the "Proprictor of the *Bombay Gazette*."

## SHIPPING.

### STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Burmah," 1,025 Tons, 200 H. P., Commander C. C. D. Hutcheson, will be despatched on Tuesday the 22nd June at noon.

| June | | July. |
|---|---|---|
| Leave Bombay ..... 22 | Leave Madras ..... | 5 |
| „ Carwar ..... 24 | „ Coconada ..... | 7 |
| „ Narrakal ..... 26 | „ Vizagapatam ..... | 8 |
| „ Tuticorin ..... 28 | „ Bimlipatam ..... | 9 |
| „ Colombo ..... 29 | „ Gopalpore ..... | 9 |
| „ Galle ..... 30 | „ False Point ..... | 10 |
| July. | Arrive Calcutta..... | 11 |
| „ Negapatam ..... 2 | | |

During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin; but passengers for these ports and the Neilgherries may be landed at Narakal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

### STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging cargo and passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

The steam-ship "Mahratta," 742 tons, 120 H. P., Commander A. Scott, will be despatched on Saturday, the 12th June, at 4 P. M.

| Ur. June. | Down. July. |
|---|---|
| Leave Bombay ..... 12 | Leave Bussorah ..... 2 |
| „ Kurrachee ..... 16 | „ Fao ..... 6 |
| „ Guadur ..... 17 | „ Bushire ..... 6 |
| „ Muscat ..... 20 | „ Linga ..... 8 |
| „ Bunder Abbas..... 22 | „ Bunder Abbas..... 10 |
| „ Linga ..... 23 | „ Muscat ..... 12 |
| „ Bushire ..... 26 | „ Guadur ..... 14 |
| „ Fao ..... 27 | „ Kurrachee..... 17 |
| Arrive Bussorah ..... 28 | Arrive Bombay ..... 20 |

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

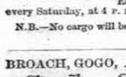
### STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P. M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

### BROACH, GOGO, AND BHOWNUGGUR FERRY.



STEAM FERRY (under Contract with Government.) A Steam Ferry Boat plies daily between Broach, Gogo, and Bhownuggur.

| Fares from Broach. | To Gogo. | To Bhownuggur. |
|---|---|---|
| First Class ..... | Rs. 5 0 | Rs. 7 0 |
| Second Class ..... | „ 3 8 | „ 4 0 |
| Deck ..... | „ 1 8 | „ 2 0 |
| Horses ..... | „ 4 0 | „ 5 0 |
| Carriages ..... | „ 4 0 | „ 6 0 |

Further particulars can be learnt on application to the undermentioned Agents :—

FURDOONJEE JEEWANJEE, at Broach.
RUTTANJEE PREMANANDAS, Gogo.
PURBHASHUNKER GOWREESHUNKER, Bhownuggur, or to the undersigned at Bombay,

J. A. SHEPHERD.

Church Street, Bombay, 12th January 1869.

NOTICE.—Consignees of cargo per ship "Medea," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co., Agents of ship "Medea."

Bombay, 31st May, 1869.

NOTICE.—Consignees of cargo per ship "British Admiral," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "British Admiral."

Bombay, 31st May, 1869.

NOTICE.—Consignees of cargo per ship "Dunelm," arrived from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "Dunelm."

Bombay, 7th June, 1869.

NOTICE.—Consignees of cargo per ship "City of Shanghai," arrived from Glasgow, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned. Sample parcels will be delivered on application to Captain Crockett on board.

W. NICOL & Co.,
Agents of ship "City of Shanghai."

Bombay, 4th June, 1869.

NOTICE.—Consignees of cargo per ship "Night Hawk," arrived from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship "Night Hawk."

Bombay, 8th June, 1869.

## NOTICES.

LIVERY STABLES.—Pestonjee Eduljee Shroff, Kalbadevie Road, opposite the Shop of Nuthoo Ebrahim.

P. E. S. lets out on hire good Palanquins, Shigrams, Phaetons' Broughams, or Carriages, with either one Horse or a pair. Charges moderate. Terms—Cash in advance.

TO SPORTSMEN.

A best Patent Centre fire D. B. L. Gun. No. 3,527, in best Oak and leather case, furnished complete, Patent Cartridge loading Machine, waterproof gun cover and bottle of Oil, 400 best C. F. cases, 2 lbs. of Wads, and box of caps for Cartridges ..... Rs. 750 0

A Dougal's single muzzle loading Tiger Rifle in case with fittings ..... 600 0

Rampart Row. THACKER, VINING, & Co.

MUSICAL BOXES, JEWELLERY, CLOCKS.—Our stock has been replenished, and offers the most complete assortment desirable.

FAVRE, LEUBA, & Co.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA, & Co.

KEYLESS WATCHES.—For which the undersigned have also obtained the only first class Prize Medal at the Broach Exhibition. This watch is pronounced by competent judges to be the most practical and best time-keeper ever produced.

FAVRE, LEUBA, & Co.

RS. 50 SILVER WATCH.—The only first class Prize Medal was obtained by the undersigned at the late Broach Exhibition for this Watch: its durability and excellent way of keeping time cannot be surpassed at the price.

FAVRE, LEUBA, & Co.

ROSSELET and Co.
Established 1858.
WATCHMAKERS, JEWELLERS, AND ENGRAVERS.
6, MEADOW STREET,
Importers of English and Foreign Watches and Jewellery of all kinds.

Sole Agents in India for Patek, Benoit, and Courvoisier Brothers' Watches.

Always on hand a large stock of Gold and Silver Watch of all descriptions, sizes, and prices, Railway Time-keepers, (Keyless), Repeaters, and Soldiers' Watches.

Guarantee given with every Watch.

A beautiful assortment of made Jewellery, Silver and Plated Ware.

American, French, and English Clocks in great variety.

Repairs of all kinds carefully executed. Orders from up-country stations punctually attended to, if accompanied with a remittance. ROSSELET & Co.

## SHIPPING.

### OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

RATES OF FARE.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £64 10s., 2nd class £37 5s. } of Wines.

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathbone & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship Neera, 2,200 tons, Captain Hanscom, will be despatched on Wednesday, the 23rd June.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

| | |
|---|---|
| ½ Dozen Silk and Wool Shirts. | 1 Rug with Straps, |
| 2 „ Under Vests. | 1 Mauzi. |
| 2 „ Linen Collars, | 1 Inverness Cape. |
| 1 „ Fine Cotton Socks. | 1 Hand Portmanteau. |
| 1 „ Fine Merino Socks. | 2 Overland Trunks. |
| ½ „ Fine Merino Drawers. | 1 Clothes Bag. |
| 1 „ Coloured Handkerchiefs. | 1 Travelling Hat, |
| 1 „ White Cambric. | 1 Courier Bag. |
| 1 Overland Suit. | 1 Easy Chair. |
| 2 Shooting Suits. | 1 Umbrella. |
| 2 Pairs of Kid Gloves. | 1 Pair of Brushes. |
| 6 Scarfs and Ties. | Ladies' Overland Trunks. |

RETURN FARES.—First "lass Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arriva from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

## NEW ADVERTISEMENTS.

OVERLAND CARGO.—The s. s. Rangoon has brought the cargoes of the following vessels :—

Accelerated cargo ex
s. s. Pera, from Southampton, 15th May.
„ Cyprian, from Marseilles, 23rd May.
Unaccelerated cargo ex
s. s. Bangalore, from Southampton, 8th May.
„ Venetian, from Liverpool, 9th May.

H. S. BOSTOCK,
Acting Superintendent P. & O. Company.

Bombay, 11th June, 1869.

TO the MERCHANTS, SHIP-MASTERS, and PUBLIC of BOMBAY.

Captain Webster and Captain Trew, of the ships Bucentaur and Great Northern, having lost all they possessed by the wreck of their vessels during the late gales, we, the undersigned, appeal to the Merchants, Shipmasters, and Public of Bombay for assistance for them. Contributions will be thankfully received at the Offices of the "Times of India" and the "Bombay Gazette; by Mr. Hormusjee Framsetjee Dubash; Messrs. Byramjee and Merwanjee Dubash; and by the following members of the Committee :—

Captain Thomas Fenwick, ship Belle Isle.
„ Thomas Everett, ship Stornaway.
„ Charles Reid, ship Lord Straithnairn.
„ Thomas Burton, ship Wimbledon.
„ W. Bansby, ship Henry Fernie.
„ T. Thomas, ship Maggie Lauder.

PROPOSED ENLARGEMENT of ST. PETER'S CHURCH, MAZAGON.—The enlargement of St. Peter's Church having become absolutely necessary, donations towards that object will be thankfully acknowledged by the Rev. E. H. Cooper, Minister of St. Peter's, The Wilderness, Mazagon, and by Mr. McCann, Churchwarden, Mazagon.

NOTICE.—Information is wanted, at No. 1 Love Lane, regarding 3 large Oil Portraits of the late Mr. and Mrs. John Harrison, I. N., and the late Captain Hogg, which were left by the late Mr. John Harrison, some time of Her Majesty's 17th Regiment N. I., with a Purbhoe living somewhere in or near Kalbadevee.

REDUCED FARES OVERLAND.

During the Monsoon months the rate of passage-money to Suez by the BOMBAY and BENGAL STEAM SHIP COMPANY is reduced to £40 first class.

The cost of passage to Marseilles is thus £52, or for a party of four persons £50 each.

These rates are exclusive of Railway transit in Egypt, the cost of which by local train is £1-15-3.

Bombay, 10th June, 1869. STEARNS, HOBART & Co.

FOR SALE, at T. Chatelain Montandon, Watchmaker and Jeweller, first and second floor No. 17 Meadow Street, fone Ship Chronometer, having been at the last Paris Exhibition, and for which the makers, Hy. Grandjean and Co., have obtained a silver prize medal; two gold Pocket Chronometers, one with a certificate of the makers, Hy. Grandjean & Co., showing that it keep time with 1 minute slow in one month. These two gold Chronometers are made in the same sound principles than the Marine Chronometer.

T. CHATELAIN MONTANDON,
First and second floor No. 17 Meadow Street.

COLT'S
New Patent CENTRAL FIRE Cartridge
REVOLVERS,

While doing away with nipples and the necessity of capping the same, have retained all the best qualities of the Original Colt's Pistol. In length of range, accuracy of fire, force of penetration, simplicity of construction, and durability, they surpass all other Metallic Cartridge Revolvers. Holsters, Belts, Pouches, Ammunition.

Price Lists free. Address—
COLT'S FIRE ARMS COMPANY,
14, PALL MALL, LONDON.

ELEY'S AMMUNITION.
THE BOXER CARTRIDGES
For Snider-Enfield of .577 bore, and for the Henry, and Martini-Henry Rifles of .450 bore, adopted by Her Majesty's War Department, also of .500 bore for Military Rifles.

W. ELEY'S PERFECTED CENTRAL-FIRE METALLIC CARTRIDGES with enlarged Base for small bores, adopted by foreign governments for converted-Chassepot, Berdan, Remington, and other Rifles; also Cartridges for Ballard, the Spencer, and American Henry Repeating Rifles.

The "ELEY BOXER" are the cheapest Cartridges known, carrying their own ignition, and being made wholly of metal, are waterproof and imperishable in any climate.

The above Cartridge cases (empty) of all sizes, and for the different systems of Breech-loading Rifles, can be had with or without the suitable Bullets and Machines for finishing the Cartridges.

BOXER CARTRIDGES of .450 bore for Revolving Pistols, used in Her Majesty's Navy.

COPPER RIM-FIRE CARTRIDGES of all sizes, for Smith & Wesson's, Tranter's, and other Pocket Revolvers.

RIM-FIRE CARTRIDGES for Lefaucheux Revolvers of 12-m/. 9-m/. and 7-m/. bore.

CENTRAL-FIRE and PIN-FIRE CARTRIDGES for all sizes and systems of Guns, Rifles, and Revolvers.

Double Waterproof and E. B. Caps, Patent Wire Cartridges, Felt Gun Waddings for Breech and Muzzle Loaders, and every description of Sporting and Military Ammunition.

ELEY BROTHERS,
GRAY'S INN ROAD, LONDON.
WHOLESALE ONLY.

## WANTED.

BOARD and LODGING can be had with a respectable Family in Colaba. Stabling attached. Address D., "Bombay Gazette" office.

WANTED, to Purchase, second-hand Law Books, English and Indian. Priced lists, specifying date of edition, to be forwarded to the Editor "Nagpore Observer."

A FEW Gentlemen can be accommodated with comfortable Board and Residence on the Esplanade. Stabling for Horses if required. Apply to M. S., office of this paper.

WANTED, a pair of young, handsome, serviceable, thorough-bred, Australian Horses, height not less than 15-3. Also a single horse answering the above description, but of bay colour. Apply to Dadabhoy Bomanjee, Coach-Builder. No. 260, near the Portuguese Church, Girgaum.

## HOUSES, &c., TO LET.

TO LET, a small House opposite the English Hotel, Fort. Rent Rupees Fifty per month. Apply to M. B. COHEN & Co.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, from the 10th April, the Bungalow No. 82, Malabar Hill, in the occupation of R. L. Crawford, Esq. Apply to the Manager, Land Mortgage Bank of India (Limited), Parsee Bazaar Street.

## DIETETIC PREPARATIONS.

(Infant's and Invalid's Foods, &c.)
IMPORTED by EVERY MAIL.

| | Cash. Rs. as. | Credit. Rs. as. |
|---|---|---|
| Arrowroot, finest Bermuda, in tins of 1 lb., each | 1 12 | 2 0 |
| Arrowroot, Speed's Indian, in tins of 1 lb., each | 1 8 | 1 12 |
| Arrowroot, finest West Indian, in tins of 1 lb., each | 1 8 | 1 12 |
| Barley, finest Pearl, in bottles or tins of 2 lbs., each | 0 14 | 1 0 |
| Barley, Robinson's Patent Prepared, in tins of 1 lb., each | 1 1 | 1 4 |
| Cocoa, Epps', ½ lb. or 1 lb. tins, per lb | 1 4 | 1 8 |
| Cocoa, Moore's Milk Paste, Moore's, ½ lb. tins, each | 0 12 | 0 14 |
| Chocolate, and Milk Paste, Moore's, ½ lb. tins, p. doz. | 0 | 0 0 |
| Corn Flour, Brown and Polson's, 1 lb. packets, each | 0 14 | 0 0 |
| Corn Flour, Brown and Polson's, 1 lb. tins, each | 1 1 | 1 4 |
| Corn, Aswego, 1 lb. packets, each | 0 14 | 1 0 |
| Gelatine, Morson's, 2 oz. packets, each | 0 12 | 0 14 |
| Gelatine, Nelson's Opaque, 2 oz. packets, each | 0 14 | 1 0 |
| Groats, Robinson's Patent Prepared, 1 lb. tins, each | 1 4 | 1 4 |
| Hard's Infant's Food, per packet | 0 14 | 1 0 |
| Hassall's Hours of Meats, per case | 1 2 | 1 4 |
| Isinglass, real Russian, fine cut, per ounce | 1 2 | 1 4 |
| Jellies, Calf's Foot, Imperial Pint Bottles, each | 1 8 | 1 12 |
| Jellies, Calf's Foot, Imperial Quart Bottles, each | 2 8 | 2 12 |
| Liebig's Extract of Meat (Extract Carnis) 1 oz. or 2 oz. bottles, per oz | 1 2 | 1 4 |
| Liebig's Extract of Meat, ½ lb. or ¼ lb. jars, per lb. | 16 0 | 17 8 |
| Liebig's Extract of Meat, ½ lb. jars, per lb | 15 0 | 16 8 |
| Liebig's Extract of Meat Biscuits, per tin, each | 1 4 | 1 8 |
| Liebig's Infant's Food, Savor's, 1 lb. tin, each | 0 14 | 1 0 |
| Maccaroni, finest Neapolitan, 2 lb. or 4 lb. tins, per lb | 0 14 | 1 2 |
| Maizena, 1 lb. packets, each | 0 14 | 1 0 |
| Milk, Condensed Anglo Swiss, per tin, each | 1 0 | 1 2 |
| Do. do. per dozen | 11 0 | 13 0 |
| Oatmeal, best Scotch, 2 lb. tin, each | 1 1 | 1 4 |
| Revalenta Arabica, ½ lb. tin „ | 0 14 | 1 0 |
| Do. do. 1 lb. tin „ | 2 4 | 2 8 |
| Do. do. 2 lb. tin „ | 3 8 | 4 0 |
| Robb's Nursery Biscuit, per tin, each | 3 0 | 3 8 |
| Robb's Nursery Biscuits, Powder, per tin | 1 14 | 2 2 |
| Robb's Rusks, per tin | 4 0 | 4 8 |
| Sago, Finest Pearl, 2 lb. bottles | 0 14 | 1 0 |
| Tapioca, best clean White, 2 lb. bottles | 1 4 | 1 8 |
| Vermicelli, finest, White Neapolitan, 2 lb. or lb. tins, per lb | 0 14 | 1 8 |

TREACHER & Co. (Limited).

Bombay and Poona.

## WINES, SPIRITS, BEER, &c.

IMPORTANT.

MESSES, MERCHANTS, and RESIDENTS, in Western India should apply to CUTLER, PALMER, & Co., Dean Lane, Bombay, for such Wines, Spirits, and Cordials, as

AMONTILLADO, a choice after-dinner Wine—Dry.
BRAUNBERGER, a fragrant dessert Wine.
CLARETS, of the best growths to ordinary, in Quarts and Pints, See List.
CHAMBERTIN, the elite of Burgundies.
CURACOA, white or orange, in Quarts and Pints.
CHABLIS, the Wine to be served with Fish.
CHERRY BRANDY, after-dinner Liqueur.
Dry and Very Dry CHAMPAGNE, in Magnums, Quarts, and Pints, three qualities.
EAST INDIA MADEIRA, of magnificent character.
Fine Sparkling NONPAREIL and other HOCKS, specially prepared for India.
GIN, best London distilled, dry and soft.
GENEVA, best Dutch.
HOCHHEIMER, a light refreshing Wine in hot weather.
INVALIDS' PORT, really and truly splendid Wine.
JOHANNISBERGER, a recherché Cabinet Wine
LIEBFRAUMILCH, another style of Cabinet after-dinner Wine.
MOSELLE NONPAREIL and MUSCATEL, the finest, sparkling, brilliant condition.
MARSALA, pale Virgin, good dinner Wine.
MACON, cheap dinner Burgundy.
NUITS, a dinner Burgundy, good quality.
ORANGE BITTERS, pure, recommended for use before dinner.
PORTS of various qualities, in Quarts or Pints.
RUM, the best of old landed Jamaicas.
RUDESHEIMER, full bodied dinner Hock.
SAUTERNE, delicate and fine flavoured.
TRAMINER FORSTER, a very choice dessert Hock.
Very old and choice pale COGNACS to medium quality.
WHISKY, Scotch and Irish, old, soft, and mellow.
XERES or SHERRY WINES, in six styles, dry and pale, gold, &c.
YQUEM SAUTERNE, shipped to order.
ZARA, MARASCHINO DI, a choice Italian Liqueur.

Unexceptionally good Terms to Traders. Quotations given at Dean Lane, Bombay.

NOTICE.

Our heart-shaped Labels and distinctive Coloured Seals, originated and used by us since 1815, are now extensively imitated in India. We beg our friends and the public will ask for our Trade-mark Label and Brand when ordering Wines and Spirits, and so prevent fraud.

Being WINE MERCHANTS in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders, on orders of 30 dozen, are most liberal, and in like manner we give excellent value to private consumers, from whom we solicit comparison with other brands at our quotations.

TRADERS indenting on us for not less than 100 dozen of any one Wine (Champagne and Moselle included) may have their own names branded on the corks and cases if desired.

WE TAKE SHIPPING ORDERS FOR WINES IN WOOD :
CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.
SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.
PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.
COGNACS and other Spirits, according to age, at per Gallon

CUTLER, PALMER, & Co.,
WINE MERCHANTS,
DEAN LANE, BOMBAY.
ESTABLISHED IN BOMBAY IN THE YEAR 1842;
AND IN BORDEAUX AND LONDON 1815.

LONDON HOUSES { Wholesale and for Export only—TOWER BONDED VAULTS, MARK LANE. Retail—CHARING CROSS RAILWAY ARCHES, VILLIERS STREET, STRAND.

BORDEAUX HOUSE { Wholesale and for Export—PLACE DU CHAMP DE MARS.

REPRESENTATIVES IN

| | | |
|---|---|---|
| China, | Colombo, | New Zealand, |
| Calcutta, | Kurrachee, | Manilla, |
| Madras, | New York, | New Orleans. |

CHATEAU PALMER.—The undersigned have now received their first supply of this excellent Claret which they have protected by their Trade Mark.

Chateau Palmer is a highly esteemed Bordeaux in Europe Price Rs. 22 per dozen. CUTLER, PALMER, & Co.

FOR SALE, at the Godowns of the undersigned—

Ayala Albrecht's Champagnes, of fine delicate dry flavour, especially adapted for consumption in India.

| | | |
|---|---|---|
| 1st Quality, Gold foil, Black Label, quarts | Rs. | 28 |
| 2nd do. Tin foil, Green „ „ | „ | 26 |
| 3rd do. Tin foil, White „ „ | „ | 24 |

These wines have for years been held in high estimation in other parts of India, and in introducing them for the first time to consumers in Bombay, the Consignees feel confident these Champagnes will be found equal, if not superior, to any other in the market.

MARTIN, YOUNG, & Co.

FOR SALE, at the Godowns of the undersigned—

Barclay and Perkins' Porter, Quarts at Rupees 5 and Pints at Rupees 3-8 per dozen... ... ... } Bottled by J. W. Bridges and Son.
Bass' Pale Ale, Quarts at Rupees 5-8 and Pints at Rupees 3-8 per dozen ..
Dublin Stout, bottled by J. M. Borthwick, Quarts at Rupees 4-12 and Pints at Rupees 3-8 per dozen.

Also small quantities of fine Pale Sherry, at Rupees 24 per doz. Full flavoured Port, at Rupees 20 per dozen.

SIR C. FORBES & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, ex "Courrier de Bombay," from Bordeaux—Messrs. Finke & Co.'s famous Wines.

| | | | |
|---|---|---|---|
| CLARET.—Medoc St. Emilion | each case | 4 doz. | Rs. 10 per doz. |
| Do. Pauillac | „ | 4 „ | „ 12 „ |
| 1864 Monton d'Armaillacq | „ | 1 „ | „ 15 „ |
| 1864 Chateau Lamothe | „ | 1 „ | „ 20 „ |
| 1864 Chateau Lafite | „ | 1 „ | „ 25 „ |
| BRANDY.—Robin & Co.'s 3 years old | „ | 1 „ | „ 22 „ |
| Do. 10 „ | „ | 1 „ | „ 30 „ |
| Finke & Co.'s fine Champagne Cognac | „ | 1 „ | „ 20 „ |
| SHERRY.—Gibb & Bruce's green seal | „ | 2 „ | „ 18 „ |
| Do. Red „ | „ | 2 „ | „ 23 „ |
| Do. Amontillado | „ | 2 „ | „ 30 „ |

Also, a few cases of fresh Salmon in excellent condition each case 1 lb. tins Rs. 9 per dozen.

MACNEE, THOMSEN, & WARNEKEN.

CHARLES TOVEY and SON,
SOUTHWARK STREET, LONDON, S. E.

The Agents for the above firm have the pleasure to announce the arrival ex "Gaulois" and "Courier de Bombay" of first shipments of Charles Tovey's Champagnes quoted as follows :—

| | | | |
|---|---|---|---|
| Ay ... | ... | ... | Rs. 28 |
| Extra dry Sillery Royal | ... | ... | „ 36 |
| Royal Bouzy | ... | ... | „ 40 |
| Verzenay Imperial | ... | ... | „ 50 |

CHAMPAGNE IN HALF PINTS.

| | | | |
|---|---|---|---|
| Ay, per case of 4 dozens | ... | ... | ... 31 |
| Royal Bouzy do. (very dry) | ... | ... | ... 50 |

Attention is requested to the following.

| | | | |
|---|---|---|---|
| CLARETS.—C. T.'s Médoc ordinaire | ... | ... | ... 15 |
| St. Estephe (2. D.) | ... | ... | ... 40 |
| Charles Tovey's ½ 1 | ... | ... | ... 49 |
| do. | ... | ... | ... 50 |
| SAUTERNE ... | ... | ... | ... 30 |
| BURGUNDIES.—Beaune .. | ... | ... | ... 30 |
| Chablis .. | ... | ... | ... 25 |
| Pouilly Blanc .. | ... | ... | ... 36 |
| SPARKLING MOSELLE.—Muscat Moselle | ... | ... | ... 24 |
| SHERRIES.—Pale dry dinner .. | ... | ... | ... 28 |
| Choice Amontillado | ... | ... | ... 40 |
| Choicest Solera .. | ... | ... | ... 32 |
| COGNAC BRANDY.—Charles Tovey's ½ 1 | ... | ... | ... |

Pints of most of the above at Rs. 2 per 2 dozen Case extra.

OWEN AND OKELL, Bombay,
Agents for Charles Tovey and Son.

Agents for Bengal—Messrs. TURNER, MORRISON, and Co., Calcutta.

FOR SALE at the Godowns of the undersigned.

CHAMPAGNE

| | | |
|---|---|---|
| Champagne | Titus Newhouse ... | Quarts 18 |
| do. | Rose ... | „ 20 |
| do. | B. & E. Perrier ... | „ 36 |

SPARKLING HOCK AND MOSELLE.

| | | |
|---|---|---|
| Sparkling Schwarzhofberg | F. Kehrmann ... | Quarts 42 |
| do. Hock | do. ... | „ 23 |
| do. Moselle | do. ... | „ 22 |
| do. Moselle Muncicel | do. ... | „ 22 |
| do. Moselle No. 2 | Titus Newhouse ... | „ 30 |
| do. Moselle No. 2 | do. ... | Pints 31 |
| do. Moselle No. 1 | do. ... | Quarts 22 |
| do. Moselle No. 1 | do. ... | Pints 23 |

STILL HOCK.

| | | |
|---|---|---|
| Queen Victoria Vineyard | G. M. Fabstmann Son | Quarts 54 |
| do. | do. ... | „ 48 |
| Marcobrunner | do. ... | „ 30 |
| Boxbentel Steinwein | do. ... | „ 24 |
| Liebfraumilch | Gebr. Schmits ... | „ 18 |
| Hochheimer | do. ... | „ 26 |
| Schloss Johannisberg | do. ... | „ 32 |
| Rudesheimer | do. ... | „ 36 |

CLARETS.

| | | |
|---|---|---|
| Bages Pauliac | R. G. Hobbs & Co... | „ 34 |
| Milon Pauliac | do. ... | „ 24 |
| Clos Fourtet St. Emillion | do. ... | „ 28 |
| Vrai canon | H. & C. Balaresque. | „ 24 |
| Chateau du Frands | do. ... | „ 19 |
| Chateau Larose | H. Hermozant & Co. | „ 24 |
| Chateau Leoville | do. ... | „ 19 |
| Baumes Sauterne Superior Monthueil Franc fils Aine do. | | „ 36 |
| Chateau Bel Air St. Julien Medoc... | do. ... | „ 24 |
| Chateau Delorme Margaux ... | do. ... | „ 24 |

SUNDRY WINES AND BRANDIES.

| | | |
|---|---|---|
| Sherry No. 4 | Titus Newhouse ... | Quarts 32 |
| Old Champagne Cognac | H. & C. Balaresque. | „ 22 |
| Brandy ... | H. Hibelot & Co ... | „ 20 |
| do. | R. G. Hobbs & Co... | „ 24 |
| Old Cognac ... | do. ... | „ 30 |
| Absinthe ... | do. ... | „ 30 |
| Burgundy Porto ... | do. ... | „ 12 |
| do. ... | do. ... | „ 30 |
| Best Old Cognac ... | do. ... | „ 30 |
| do. ... | Blanchy Freres & Co | „ 30 |
| Brandy ... | John Bakes ... | „ 15 |
| Bonckamp of Maagchitter | H. Underberg Albrecht... | „ 20 |
| Magenbitter | Idocius Roberts ... | „ 20 |

Terms - CASH.

Bombay, January 1869. VOLKART BROTHERS.

## WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godowns of the undersigned.

Messrs. Thomas Dunkin & Sons' BRANDIES.

| | | |
|---|---|---|
| Champagne Cognac, in 1 and 3 doz. cases, at | Rs. | 22 per doz. |
| Vieux „ Do. | „ | 18 „ |
| Cognac „ Do. | „ | 16 „ |

RENNIE, SCOVELL & Co.

## NOTICES.

Messrs. BADHAM and COMPANY,
HOSIERS, GLOVERS, AND GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.

| | | Rs. | Rs. |
|---|---|---|---|
| BADHAM'S | Fine Bro. Cotton Socks, per dozen | 12 | to 21 |
| BADHAM'S | Superfine do. | 18 | „ 21 |
| BADHAM'S | Balbriggan embossed Silk | 25 | |
| BADHAM'S | Fine Striped and Fancy | 14 | „ 20 |
| BADHAM'S | Mixed Silk and Cotton | 25 | |
| BADHAM'S | Superfine Grey and Mixed Merino | 13 | „ 18½ |
| BADHAM'S | Extra Superfine do. Mixed Striped | 21 | „ 24 |
| BADHAM'S | Lisle Thread ½ Hose | 29 | |
| BADHAM'S | Do. do. Fancy Striped | 23 | |
| ADHAM'S | Fancy and Striped Silk Socks | 25 | „ 45 |
| BADHAM'S | Rubbed Knickerbocker Stockings for Shikaring, &c., per pair | 3 | „ 6 |
| BADHAM'S | Celebrated India Gauze Under Vests | 4½ | |
| BADHAM'S | Silk and Wool Pants | 6 | „ 8 |
| BADHAM'S | Bathing Drawers, Plain and Fancy Striped | 2½ | |

SHIRT DEPARTMENT.

| | | | |
|---|---|---|---|
| BADHAM'S | Wove Flax or Prince of Wales' Shirting, a new material, absorbing and comfortable for the Rains | 8½ | |
| BADHAM'S | Spun Silk, all colours and new patterns | 12½ | |
| BADHAM'S | Wove Flannel and Printed Shirts | 10 | |
| BADHAM'S | Silk and Wool Indispensible | 10½ | |
| BADHAM'S | French Printed Shirts | 60 | to 70 |
| BADHAM'S | Long Cloth Shirts | 45 | |
| BADHAM'S | Cambric Linen Fronts and Cuffs | 55 | „ 65 |
| BADHAM'S | Dress Shirts, Plaited and Embroidered Fronts ... each ... | 7 | „ 30 |

SCARF AND TIE DEPARTMENT.

| | | Rs. | as. |
|---|---|---|---|
| BADHAM'S SCARFS and TIES. | The Zoo | 3 | 0 |
| | The Rotton Row | 3 | 0 |
| | The Bond Street | 3 | 0 |
| | The Latest Novelty | 3 | 0 |
| | The O. K. Thing | 3 | 0 |
| | The Baden Baden | 3 | 0 |
| | The Harrogate | 3 | 0 |

TRAVELLING DEPARTMENT.

| | | | |
|---|---|---|---|
| BADHAM'S | Overland Trunks, Patent Sock Steel, Protection Ribbs, with Brass Screws—highly recommended | 20 | to 32 |
| BADHAM'S | Solid leather Portmanteaus | 50 | to 70 |
| BADHAM'S | Railway do. | 16 | „ 30 |
| BADHAM'S | Courier Bags | 5 | „ 12½ |
| BADHAM'S | Real Morocco Courier Bags | 10 | „ 16 |
| BADHAM'S | Clothes Bags | 5 | „ 6½ |
| BADHAM'S | Whitney Rugs | 12 | „ 30 |
| BADHAM'S | Scotch Mauds | 12 | „ 34 |
| BADHAM'S | Red Blankets ... per pair | 25 | |

Overland Chairs, Rug Straps, Cholera Belts.

HAT

## COMMERCIAL INTELLIGENCE.

### SHARE MARKET.

FRIDAY AFTERNOON.

MODERATE inquiry for Elphinstones, Colaba and Back Bays.

### BOMBAY BILL AND STOCK LIST.

#### BANKS.

| Subscribed Capital | Nomi. of sh. | Paid up. | Last dividend. | Names. | Rate per Share. |
|---|---|---|---|---|---|
| | Rs. | Rs. p. a. | | | |
| 1,000,000 | 100 | all | 5 p.ct. | Agra Bank | 126 |
| 3,140,000 | 1,000 | all | 8 p.ct. | Bank of Bengal | 1675 |
| 3,000,000 | 200 | all | 5 p.ct. | Ditto of Bombay New | 580 |
| 2,250,000 | 1,000 | all | 7½ p.ct. | Ditto of Madras | 1550 |
| 750,000 | 250 | all | 6 p.ct. | Chartered Mercantile Bk. of L. L. & China | 300 |
| 700,000 | 200 | all | 6 do. | Chartered Bk. of I. & C. | 200 |
| 1,000,000 | 500 | 250 | 8 do. | Delhi and London | 200 |
| 1,000,000 | 250 | 125 | 8 do. | National Bank of India. | 140 |
| 500,000 | 250 | all | 12 do. | Oriental Bank | 417½ |

#### LAND COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 1,150,000 | 3,000 | all | Rs. 80 | Colaba Land Co. | 1480 |
| 1,650,000 | 1,000 | all | Rs. 30 | Elph'st'ne Land | 880 |
| 2,050,000 | 1,000 | 600 | ,,11-14 | Do. New | 475 |
| 2,000,000 | 1,000 | 1,000 | Nil | Frere Land | 75 |
| 100,000 | 5,000 | 4,100 | Nil | Mazagon Land | 925 |
| ... | 2,000 | 1,300 | Nil | Port Canning | 300 |

#### SHIPPING COMPANY.

500,000 | 5,500 | 3,500 | 1,200 | Bombay Ship Co. ..... | 1200

#### PRESS COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 40,000 | 2,000 | 1,100 | 200ps | Albert Co. Kurrachee | 850 |
| 75,000 | 3,000 | 850 | 300do. | Alexandria Press Co. | 900 |
| 187,500 | 12,000 | 11,000 | 1750ps | Apollo Press Co. | 10,000 |
| 80,000 | 2,000 | 2,000 | 400do. | Bombay Press Co. | 2,200 |
| ... | Do. | New | 500 | 100do. | 540 |
| ... | 1,880 | 1,880 | 160do. | Colaba Press Co. | 11,200 |
| 70,000 | 2,000 | 2,000 | ... | East India Press Co | 1100 |
| 937,500 | 8,500 | 8,500 | 1000ps | Fort Press Co. | 9750 |
| 60,000 | 2,000 | 1,800 | 100ps | Framji Cowasji Press | 1169 |
| 100,000 | 6,000 | 4,000 | 425 ps | Hydraulic Press Co. | 3600 |
| 20,000 | 5,000 | 2,000 | ... | Kurrachee Press Co. | 900 |
| 200,000 | 1,000 | 500 | ... | Mofusl Press & G. Co. | 275 |
| 30,000 | 2,500 | 2,500 | 490 ps | Prince of Wales Press | 2700 |
| 45,000 | 2,000 | 750 | ... | Victoria Press, Madras | 950 |

#### SPINNING AND WEAVING COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| ... | 2,000 | 1,700 | 50 | Albert Mills Co. | 780 |
| 125,000 | 2,500 | all | 80 | Alliance Spinning | 1625 |
| 20,000 | 2,000 | all | ... | Arkwright | 400 |
| 350,000 | 5,500 | all | ... | Bombay | 2800 |
| 100,000 | 1,000 | 1,000 | 10 pc. | Bombay United | 1795 |
| ... | 500 | 500 | 12 pc. | Broach Mills | 265 |
| 160,000 | 5,000 | all | ... | Coorla Spinning | 1875 |
| 150,000 | 2,000 | 2,000 | 300 | Great Eastern | 1400 |
| 250,000 | 1,000 | all | 50 | Manockji Petit's | 630 |
| 200,000 | 2,500 | all | ... | Oriental | 1050 |
| 150,000 | 2,500 | 2,300 | ... | Royal | 1400 |

#### RAILWAY COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| ... | £20 | 218.3.0 | 5 p.c. | G. I. P. Railway Consolidated Stock | 227 |
| ... | £20 | 196.8.8 | do. | Do. New £20 shares | 198 |
| ... | £100 | 1,000 | do. | B. B. & C. I. Railway Co. | 1120 |
| ... | £18 | 196.5.1 | do. | Do. New Shares | Par. |

#### MISCELLANEOUS.

| | | | | | |
|---|---|---|---|---|---|
| ... | 50 | 50 | 5 | Mechanics' B'ld'gs Co. | 35—35 |
| ... | 2,000 | 300 | 9 | Kurrachee Landing and Shipping Company | 190 |
| 100,000 | 500 | all | Nil | Treacher & Co. | 240—250 |

#### COMPANIES IN LIQUIDATION.

| | | | | | |
|---|---|---|---|---|---|
| 1,000,000 | 5,200 | 1,750 | Nov. '66 | Back Bay Co. | 450 |
| ... | 3,500 | 2,200 | ... | B'bay & Bengal S. S. | 400 |
| ... | 3,500 | 2,111 | ... | Iron Shipping | 10 |
| ... | all | ... | ... | Victoria Spinning | 2000 |
| 260,000 | all | 350 | 300 | Bombay Coast | 160—17 |

### RAILWAY RETURNS.

#### GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic Week ending 6th June, 1869.

Open 874 Miles.

| | Rs. | a. | p. |
|---|---|---|---|
| Coaching | 65,325 | 9 | 0 |
| Merchandize | 2,05,012 | 10 | 0 |
| Electric Telegraph | 1,206 | 8 | 0 |
| Earth Trains | 3,435 | 12 | 0 |
| Total Rs. | 2,72,980 | 7 | 0 |
| Corresponding week last year open 873¼ Miles ... Total Rs. | 3,22,023 | 8 | 3 |
| Decrease | 49,043 | 1 | 3 |

### MILITARY.

ARRIVALS.—JUNE 11.

Greenhill, Assistant Surgeon, Royal Artillery, on duty, from England.
Simple, Staff Surgeon, Medical Staff, on duty, from England.
Wood, Lieutenant, Bombay Staff Corps, from medical certificate, from England.
Eales, Major, 25th Regiment N. L. I., from medical certificate, from England.
Henchy, Captain, Royal Artillery, from furlough, from England.
Hall, Captain, 88th Regiment, from leave, from England.

DEPARTURES.—JUNE 11.

Rowlandson, Lieutenant, Madras Staff Corps, on duty, to Madras.
Edwards, Captain, Deputy Assistant Quarter Master General, on leave, to Poona.
Tulloch, Captain, Royal Engineers, to join, to Madras.

### ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 8th June, 1869.

The following acting promotions in the Public Works Department are made:—

Conductor John Clabby to be acting Deputy Assistant Commissary; Sub-conductor John Williams to be acting Conductor; and Serjeant Michael Dowling to be acting Sub-conductor, from the 4th May 1869, in succession to Cowper, deceased.

Poona, 9th June, 1869.

The undermentioned Officers have obtained leave of absence:—

Ensign A. J. F. Reid, 109th Foot, from 1st to 30th June 1869, to proceed to Ghizree on medical certificate.

Lieutenant R. Hennell, 25th Regiment, from 20th to 30th May 1869, to proceed to Lolling on medical certificate; from 3rd to 30th June to proceed to Poona on medical certificate.

Lieutenant E. W. Flint, Madras Staff Corps, from 1st to 8th June, in extension to remain at Bombay on medical certificate.

### SHIPPING.

DAILY FREIGHT REPORT—11TH JUNE.

| | | | |
|---|---|---|---|
| London | Cotton | £1 10s. 0d. | per ton. |
| | Cases | £1 5s. 0d. to £1 7s. 6d. | ,, |
| | Seeds | £1 0s. 0d. Nominal | ,, |
| Liverpool | Iron Ships Cotton | £1 10s. 0d. to £1 12s. 6d. | ,, |
| | Wooden Ships | £1 7s. 6d. to £1 12s. 6d. | ,, |
| | Myrabolanes & Coir Bundles | £0 10s. 0d. to £0 12s. 6d. | ,, |
| | Seeds | £0 10s. 0d. to £0 15s. 0d. | ,, |
| Havre | Cotton | £1 15s. 0d. to £1 17s. 6d. | ,, |
| | Coffee | £1 0s. 0d. | ,, |
| Overland | Steamers | £4 0s. 0d. to £4 5s. 0d. | |
| China | Steamer Cotton | Rs. 7 to 8 | per bale. |
| | Opium | Rs. 25 to 30 | per chest. |
| | Sailing Ships | Rs. 3 to 4 | p.bale Nominal |
| Calcutta | Salt | Rs. 3 to 4 | per ton. |
| Calcutta to Bombay | | Rs. 12 and Cargoe. | Calcutta Port Charges. |
| Mauritius | | 8 annas per bag nominal. | |

ARRIVALS.

| June | Vessel. | Commander. | From. |
|---|---|---|---|
| 11 | Rangoon (s) | Baker | Suez, May 29. |
| | Burmah (s) | Gray | Calcutta, May 18. |
| | Messenger | Hill | Boston, March 10. |

DEPARTURES.

| June | Vessel. | Commander. | Destination. |
|---|---|---|---|
| 11 | Oberon | Towill | Liverpool. |
| | Rathfern | Mitchell | Liverpool. |
| | Quorn | Rice | Liverpool. |
| | British Peer | Davies | Liverpool. |
| | Mary Anne | Lovett | Rangoon. |
| | Behar (s) | Lockie | China. |
| | Botanist | Edgar | Liverpool. |
| | Indus | Hick | London. |

The following vessels obtained their port clearances yesterday:—
Ship Proserpine, Bogger, to London.
Ship Courrier de Bombay, Heyne, to Bordeaux via Pondicherry.

The ship Royal Alice, to Liverpool, began to load yesterday.

CALCUTTA.

ARRIVALS.

| June | | Vessel. | Commander. | From. |
|---|---|---|---|---|
| 6 | Clan Alpine | | Hutchison | Hongkong. |
| | Queensland | | Montgomery | Rangoon, May 24. |
| | Roman Empire | | Mather | London, March 4. |
| | Vanguard | | Foster | Moulmein, May 21. |

DEPARTURES.

| June | | | | |
|---|---|---|---|---|
| 5 | Rangoon (s) | ..... | ..... | — |
| | Thomas Wood | ..... | ..... | — |
| | Lormoy | ..... | ..... | — |

MADRAS.

ARRIVALS.

| June | | | | |
|---|---|---|---|---|
| 5 | Peerless | ..... | Milledge | Liverpool. |
| | 6 Sattara (s) | ..... | Beyts | Bombay. |

DEPARTURE.

| June | | | |
|---|---|---|---|
| 6 | Mirzpore | Didier | Pondicherry. |


### THE INDIAN TRAVELLERS' GUIDE
SECOND EDITION, FOR JUNE.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, including the Local Trains between Bombay and Bandora, on the B. B. and C. I. and G. I. P. Lines, in addition to a large amount of interesting and useful information.

CONTENTS.

New Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway.
Bombay, Baroda, and Central India Railway.
Jubbulpore Extension Railway.
Scinde Railway.
Punjaub Railway.
East Indian Railway.
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway.
Indian Branch Railway
Delhi Railway.
Umballa Section of ditto.
Madras Railway.
Steam Navigation Companies:—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Coast and River Steam Navigation Company.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company.
Dak Companies:—
Agra and Nassick Mail Carts.
Bombay and Central India Transit Agency.
North Western Dak Company.
Inland Transit Company.
Purneah and Darjeeling Transit Company.
David's Horse Carriage Dak.
Delhi and Umritsur Dak
Punjaub and North Western Company.
Commercial Transport Association Company.
Authorized rates of Carriage in the Punjaub.
Victoria Horse Dak.
Oudh Horse Dak Company.
Routes by Steamers.
Routes in the Bombay Presidency, &c.
Routes in the Central Provinces.
List of Travellers' Bungalows along the Trunk Roads of Western India.
May be had at all Railway Stations and of the following AGENTS:
Bombay and Poona:—Messrs. Cresson and Woodhall.
Bombay:—Messrs. Thacker, Vining & Co.
Poona:—Messrs. Treacher & Co.
Alexandria:—Messrs D. Robertson and Co.
London:—Mr. G Street, 30, Cornhill


## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

MARRIAGE.

RAE—PATTEN—May 12th, at St. Chrysostom's, Everton, by the Rev. Thos. Cowan, Arthur Rae, fifth son of Henry J. Rae, Esq., Clerk of the Crown, Co. Cavan, Ireland, to Caroline, youngest daughter of the late Thos. Patten, Esq., Whitefield House, Everton.

BOMBAY.

DEATH.

DOOLEY—June 6th, at Bombay, Mr. J. J. Dooley, Assistant Superintendent Government Telegraph Department, aged 25.

BENGAL.

BIRTH.

WILSON—June 5th, at May Road, Hastings, the wife of Mr. James Wilson, (Editor of the *Indian Daily News*,) of a daughter.

MADRAS.

BIRTH.

McLEOD—June 4th, at Vellore, the wife of Captain W. S. McLeod, of a son.

NORTH-WEST PROVINCES, &c.

DEATHS.

FERGUSON—June 2nd, at Morar, Gwalior, of cholera, John Tate Fergusson, C. E., Assistant Engineer, H. Gwalior Division P. W., aged 29.

FOLEY—June 3rd, at Cawnpore, Richard Charles William, only son of Richard and Mary Grace Foley, aged 1 year, 4 months, and 19 days.

### NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

*Bombay Gazette* Office, Bombay.


# The Bombay Gazette

SATURDAY, JUNE 12, 1869.


OUR readers know pretty well by this time that we have spoken freely of the defective scheme of a Municipality, and of the defective mode in which the scheme has been worked out by all parties—Bench, Executive, and Local Government. But on one point, at least, we have never had any misgivings—the great revolution in the Markets of Bombay—and we only utter an opinion, shared by the public, when we ascribe a very large share of the merit to the Municipal Commissioner.

In a short time, then, the New Market will be completed, and at the end of the month, it is hoped, the whole range will be open to the world of buyers and sellers. This may appear to be a mere common-place announcement. Not so. On the state of our markets depends, in a great measure, the state of our food, and on the state of our food depends our health. In dirty stalls and ill ventilated buildings it is impossible to keep our meat and vegetables in proper condition. When putridity once sets in the atmosphere becomes vitiated and the poison is communicated to all the food around. So, again, unless cleanliness can be secured in a building by thorough cleansing with water, dirt must accumulate from day to day and thus effect our supplies. So important indeed are good markets for the well-being of towns that the subject has attracted considerable attention in Europe. The English till lately have shown a lamentable indifference to the subject; but the continental nations have been wiser. Some of their markets are considered among the best in the world. We are well acquainted with many of them, but we have never seen one which for completeness can compare with the Bombay Markets. Till we saw the latter we flattered ourselves we knew what a good market was. We confess now that we did not know what a good market should be. The English markets are simply a disgrace to the country. One of the best markets that we have seen is that at Brussels. It is a good building, nicely kept and very conveniently arranged. But neither in its building nor in its arrangements can it compare with the New Bombay Markets. The Belgian edifice has the fatal objection that all the supplies are under one and the same roof. Meat, fish and vegetables should all be kept apart. It is surely unnecessary for us to prove why. But this is not all. Beef and mutton even should not be sold together. Beef is not so clean a species of meat as mutton. It taints much sooner. We cannot explain the reason, but the fact is well known to butchers. Fish, moreover, which is a more delicate article of food than either, and taints still more rapidly, should also be kept apart. All these points have been carefully attended to by Mr. Crawford. But the entire system on which Bombay is supplied with meat deserves special commendation. Every one must have heard of the famous Paris slaughter-houses. We have been over them, but we should not care to go again. It is generally considered in England that the arrangements in Paris are the most perfect of their kind. We must admit to having been disappointed. In this country it is maintained that no animals should be kept within several hundred years of the place where they are to be slaughtered. Bullocks and sheep can smell blood at a great distance, and they fall off in condition rapidly if kept within the influence of the slaughtering place. But in Paris the space which separates the sheds in which the bullocks stand and feed for days together, and that in which they meet their death, is not more than twenty or thirty yards wide, and the sheds themselves are badly arranged. First comes a line of slaughter sheds, then a line of cattle sheds, then another line of slaughter sheds, and so on. The buildings cover many acres of ground. The place has all the appearance of a village, but instead of water, streams of blood are flowing in all directions. The poor bullocks and sheep cannot even be taken to their stalls without passing through blood and having all the horrors of death presented to them. Commended as the Parisian system is, we think it not only defective, but one which should be avoided as much as possible. If it is necessary that animals should be in good condition, when about to be slaughtered, they should manifestly be kept away from the slaughter house, and no more should be taken there during the day than the number required for that day. No meat should be sold at the slaughter houses, but it should all be carried away to the markets in the town. In all these respects the inhabitants of Bombay have good reason to be satisfied with the arrangements which have been made for them. We are not acquainted with any European town where such perfect arrangements exist. Our animals are slaughtered out of the island (six miles from the town), and the meat is brought to the people by a special train in the cool of the early morning in the best possible condition. Now, let us return to the Markets. We have already pointed out that the fish, and the mutton, and the beef, and the vegetables will all be provided for in separate buildings. But this is not all. The live stock will also be kept apart. The cocks may crow and the turkeys may gobble, gobble in happy unconsciousness of what is in store for them. Quails, partridges and other game birds are to be fattened in a separate house to be prepared for them, and wild ducks and teal are to be allowed to paddle about and enjoy themselves till they are ready for the table. And if Mr. Crawford can induce the fishermen to bring the contents of their nets in a live state to market, the fishes are to be furnished with a swimming bath. This admirable plan of selling fish in the live state obtains in many of the German towns, where we have seen them kept in tubs filled with water. For the convenience of the public one large wing of the markets is to be reserved for the sale of all kinds of dry goods. The man who comes with only silver in his pocket will find a money changer at nearly every gate. To insure order there is to be an European constantly residing on the premises. As the merchants and salesmen will occasionally require to hold a council of war, a large hall is provided for them on the first floor where the din and burr of the voices below cannot reach, and where they may fight it out among themselves. A refreshment room and bar opposite one of the principal entrances will afford no excuse for any one to be either hungry or thirsty. Nor, indeed, has Mr. Crawford forgotten the ladies. Any lady who chooses to go a marketing will find a comfortable room with sofas, tables, chairs, and everything provided to make her work as pleasant as possible. On the table in this room will be laid daily a price-current of every article sold in the market. The means of checking butler's accounts will be afforded to all, and no lady will have any one to blame but herself if she is charged for a Bombay duck what would fetch her a leg of mutton. And shall we suggest it? Those careful but prying and wicked and ungrateful husbands (fortunately there are none in Bombay or we should not have ventured on the suggestion) will be able (as if such a thing were necessary!) to compare their wives' accounts with the prevailing rates. Yes, the gentlemen are to be allowed fair play and to share this room with the ladies. But what does the heart good is to see the arrangements that have been made for slushing and sluicing and washing the whole place. It is said the Englishman's prerogative is to grumble. We think it is also to have an abundance of water. Only step into the mutton and beef markets while the cleansing process is going on, and see the floods poured over everything. Mrs. Poyser herself would be charmed and would never afterwards have the heart to say a sharp thing of Mr. Crawford. No nook or cranny can escape the effects of the whizzing stream from that hose which chases every speck of dirt into its inmost hiding place, brings it out and sends it off to the drains. The floors and stalls are as clean as they could possibly be, and we may safely say that no prejudices against the meat in Bombay will ever rise in any one's mind from an inspection of the building and stalls where it is sold. But the best arrangements in the markets might be marred by want of taste in the building itself and its surroundings. Regarding the architecture the public can judge for themselves. We will only say that to our mind the design is in admirable keeping with the nature and use of the buildings. Mr. Emerson deserves every credit, not only for the artistic appearance of the exterior, but for his bold attempt, the first, as we understand in Bombay, to introduce sculpture into our buildings. The three bas-reliefs in white marble under the main entrances supported on polished columns of Peter-head granite which rest on a basis of greenish trap and are crowned with capitals of the same stone, are a most creditable first effort. Mr. Emerson and Mr. Kipling, the sculptor, must divide the honours. The interior of the building need not delay us long. The roof is to be coloured a dull white picked out here and there with blue. The walls are to be rendered with plaster of the same colour as the stone with which the more effective portions of the building are erected, and a stencil bordering is to be run along the margin of the walls and round the doors, windows, and other openings. There is to be no flashy appearance about the decorations. All will be quiet and subdued and in general harmony with the purpose of the buildings. In order to add to the effect hanging baskets of flowers and creepers will be suspended from the roof, and should the market ever be dull for want of the human voice, screeching cockatoos and parrots are to be afforded the chance of enlivening the scene. A large open courtyard in the middle will give ample accommodation for all the gossips and scandal-mongers of our town, and nothing that art can do will be omitted to make these native ladies and gentlemen as comfortable as possible in plying their vocation, which will be carried on under the soothing influences of the falling and rippling waters from a lovely fountain in the centre of the courtyard. With regard to the cost of the Markets, the total expenditure, when they are opened for use, will be about ten and-a-half lacs of rupees. The yearly receipts from the rents of the stalls will amount to at least a lac and-a-half of rupees, and every year there will be a slight increase in this income. But taking the revenue at a lac and-a-half of rupees, this will amount to a return of more than fourteen per cent. on the outlay. Thus in twelve or fifteen years, allowing for maintenance and interest on capital, the original outlay will be recovered by the people who will have the Markets for nothing.

It will thus be seen that in every respect the people have good cause to congratulate themselves on the possession of Markets as perfect as we can well have, and at the same time the safest investment for the money. When, however, it is remembered that not a single market that can be called such existed before Mr. Crawford was appointed to the post of Municipal Commissioner, and that everything done by him in the matter of markets for Bombay has been in the face of great opposition, we think it only fair to give him all the credit and praise due for his perseverance in having carried the undertaking to a successful termination.

BRIGADIER GENERAL FORBES leaves for Kurrachee to-day to take up the command of the Sind Division.

WE are sorry to learn that Captain Armstrong, of the 1-11th Regiment, died from heat-apoplexy at Toondla on Sunday afternoon last.

A PROPOSAL from the Government of Bombay has been sanctioned by the Supreme Government equalizing the pay of the District Judges in this Presidency: the Mofussil Judges in certain districts at present drawing Rs. 2,500, and in others Rs. 2,300 a month.

IT is whispered at Alexandria that the Viceroy of Egypt has an understanding with the King of Greece, and intends to declare his independence. We hear that all the official documents in connection with the Pasha's marine are now headed "Royal Navy," and that the Viceroy always speaks of himself as "we."

THE "Indian Daily News" understands that the steam-ship Feroze has at length been condemned. She is said to be completely rotton, and to be little more than a shell of a ship, fit for nothing but to burn, and if not burnt shortly, likely to be eaten by white ants. It seems strange that the vessel, which has been used to convey our, Viceroys and other distinguished personages should have been so thoroughly unseaworthy as not to be fit even for cooly emigration.

THE indigo prospects in Bengal are reported to continue unfavourable. Only in the Kishnaghur, Jessore and Midnapore districts are the prospects at all favourable.

MR. ROWLAND MONEY, formerly senior member of the Sudder Board of Revenue at Allahabad, died suddenly on the 28th April last of heart complaint at his house at St. Servan in Brittany.

THE Finlayson case, which has been for some time before a Calcutta Magistrate, has advanced a step. Mrs. Finlayson has been committed for trial to the High Court on a charge of causing hurt.

THE following is the result of the opium sale held at Calcutta on June 7, on behalf of Her Majesty's Government:—

| | Chests | Highest | Lowest. | Average. | Proceeds. |
|---|---|---|---|---|---|
| Behar | 2,200 | 1,305 | 1,300 | 1,300-9-1 | 28,61,250 |
| Benares | 1,545 | 1,270 | 1,260 | 1,254.14-11½ | 19,54,325 |

IN regard to the report of the appointment of Mr. J. B. Ironside to be Third Judge of the Lahore Chief Court, the "Delhi Gazette" says it has good and sufficient cause for stating that the statement is erroneous and that Mr. Ironside is not likely to have the appointment conferred upon him.

ON the 4th a private theatrical performance took place at Kennedy House, Simla, the accomplished hostesses themselves filling leading characters with rare talent. The play selected was a comic drama in three acts entitled a "Scrap of Paper," and was admirably acted throughout. Lord and Lady Mayo, Sir William Mansfield, and a very large party were present. The first of a series of tableaux and private concerts was to be given at Government House on the 9th inst.

A GOOD deal of official correspondence, says a Calcutta contemporary, has lately passed regarding the supply of a copy of the Army List to the Postal Department! The Director-General represents that the book should be supplied to the Postal Department free of charge, instead of at a reduced price, as is done at present. The matter was referred to the Military Department, and there it was decided that there was no necessity for supplying the Postal Department with the Army List, and that the issue to it should be discontinued!

A GUARD in charge of a train on the Jubbulpore line was found dead in the brake-van on Monday last. The cause of death was probably heat-apoplexy.

THE Lieutenant Governor of the N. W. Provinces has directed that whenever an officer is compelled from ill-health or other cause to leave his station before obtaining the sanction of Government, a report should at once be forwarded direct to the Secretary to Government.

TWO passengers laid prostrate by heat-apoplexy were taken out from the Sunday morning up-train, one at Allyghur and one at Toondla. On the same day a guard of the E. I. R. died at Toondla from heat-apoplexy. Two soldiers of the 79th Highlanders died yesterday in the fort (Delhi) from heat-apoplexy. One was found dead in his bed.—*Mofussilite.*

AN Allahabad paper, the "Prayag Doot," is somewhat severe on the native station masters of the East Indian Railway. They no sooner, he says, put on the cap with the words "the station master" then they assume great airs. To reduce "their pride and insolence," he would have the words "station sircar" substituted for "station master."

OUT of the annual payment of Rs. 4,00,000 made to the Government of the French Settlements in India, there has been a balance of Rs. 10,800 due since 1865, and the Governor of the French settlement has now applied that the amount should be made over to him. Instructions have accordingly been issued by the Indian Government to the Comptroller-General to arrange for the payment of the money.

IT has been decided by Government to commence the experimental manufacture of salt in Oudh, and it was intended that the experiment should have begun at once. But the Chief Commissioner and Mr. Hume, Commissioner of Inland Customs, to whom the consideration of the matter was left, have decided, in consultation, that the season is too far advanced to attempt operations with success. The Chief Commissioner has been informed by Government that it is considered important that operations for the manufacture should be vigorously commenced immediately after the rainy season, and that before the 1st of February next some reliable information regarding the prospects of the experiment should be submitted to the Government of India.

THE "Englishman" has received from Messrs. Norman Brothers, Brokers, Lyons Range, a review of the course of money and the general trade of Calcutta for the first four months of the current year. From the comparison of the trade for the first four months of 1868 and 1869 the following figures are extracted:—

| | 1868. | 1869. |
|---|---|---|
| Imports | Rs. 7,16,59,000 | Rs. 6,24,39,000 |
| Exports | ,, 8,73,08,000 | ,, 8,09,31,000 |

This includes bullion, but does not include Government drafts from and to England. Taking in Burmah the trade of Calcutta, including bullion, for the two periods under revenue, with India and its dependencies, is given in the following figures:—

| | 1868. | 1869. |
|---|---|---|
| Imports | Rs. 63,24,000 | Rs. 68,47,000 |
| Exports | ,, 2,09,33,000 | ,, 2,16,77,000 |

## LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 9TH JUNE.

In the House of Lords last night the Earl of Harrowby said he would move the rejection of the Irish Church Bill.

The members of the House of Commons last night agreed to a Select Committee of enquiry into the expenditure on account of the Abyssinian expedition. Sir Stafford Northcote seconded the proposition, and said he was confident that the result would vindicate the home Government, and the Governments of India and Bombay.

Mr. Eastwick endorsed Sir Stafford Northcote's opinion, but several members dwelt upon the excessive expense of the transports.

The steamer Carnatic (?), with the outward Indian mails, left Suez for Bombay on the 4th instant at 2 P.M. (two days and four hours before contract time) *(sic.)*

LONDON, 9TH JUNE, AFT.

The Liverpool Cotton Market to-day was quieter but steady.

The price of Dhollera is unintelligible.

Fair Westerns 9d.

[BY TELEGRAPH TO ALEXANDRIA.]

### THE VICEROY OF EGYPT.

LONDON, 25TH MAY.

Buckingham Palace has been placed at the disposal of His Highness the Viceroy of Egypt. Their Highnesses the Prince of Wales and Hassan Pasha were present yesterday at the anniversary of the Royal Geographical Society. Among the toasts of the evening was one to His Highness the Viceroy, coupled with good wishes for the success of Sir Samuel Baker's expedition and thanks to His Highness for the great facilities offered to Sir Samuel.

### FRENCH ELECTIONS.

PARIS, 25TH MAY.

The result of the elections is approximatively as follows:—

| | | |
|---|---|---|
| Government candidates | 200. | |
| Opposition | do. | 26. |
| Tiers parti | do. | 10. |
| Ballottagier | do. | 59. |

The elections in the provinces have been for the most part in favour of Government. M. Thiers and M. Jules Favre were defeated everywhere. M. Emile Olivier, defeated at Paris, has been elected for the Var.

[BY INDIAN TELEGRAPH.]

### CYCLONE IN CALCUTTA.

CALCUTTA, 10TH JUNE, 3-58 P.M.

The cyclone terminated last night, having lasted nearly 24 hours.

Many cargo boats and native craft have been wrecked. It is supposed that considerable loss of life occurred on the river, but no returns have yet been received. The damage done to the shipping in the port is small. Many native houses have been destroyed.

No intelligence has yet been received from Saugor.

CALCUTTA, 11TH JUNE, 4-41 P.M.

Govt. Paper { Fours Rs. 5. / Fives Rs. 9½. / Fives and a half, Rs. 14½.

Exchange, 1s. 11 9/16d.
Freights, Dead weight, Rice 15s.
Jute and Linseed, £1 15s.
Shirtings, Rs. 5-7.
Madapollams, Rs. 2-7.
Mule Twist, 6 annas 3 pie.
Market for piece-goods, quiet.
Market for Twist, quiet.

### THE SHIP CITY OF LAHORE.

THE iron ship City of Lahore, Bombay to Liverpool, with a cargo of cotton, experienced a cyclone commencing on the 5th instant and has put into Carwar for repairs, having lost her iron foremast and bowsprit and foreyard. The report we have received, conveying the above intelligence, is dated the 11th inst.

### CAPTAIN SLADEN.

WE (*Rangoon Times*, May 26,) regret to learn that our Political Agent at the Court of Mandalay has been at length attacked with a serious form of illness. It is stated that he has been seized with paralysis or palsy of one side of his person, and that it has become absolutely necessary that he should leave the capital for a season, in order to try the effects of a change of air. He has obtained permission to quit Mandalay as soon as possible, and that Dr Suffrien, now at Maulmain, who officiated for sometime as Civil Surgeon of Rangoon, has been directed to proceed to Mandalay and assume temporary charge of the Political Agent's office there.

### INDO-EUROPEAN TELEGRAPH.

THE following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, via Turkey, 1st, 2nd, 3rd, 4th, and 5th June.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 10th to 8 P.M. of the 11th June is as follows:—

| To Bombay | Max. | Min. |
|---|---|---|
| From Kurrachee | 5 31 | 0 5 |
| ,, Calcutta | 26 22 | 3 19 |
| ,, Madras | 3 10 | 0 50 |

Communication between Bombay and Kurrachee perfect.

### TELEGRAPH LINE REPORTS.

KURRACHEE, 11th, 12-25 A.M.—Cable right to Fao; Turkish line right to Constantinople; Persian line interrupted to Tabreez. Latest date Great Britain, via Turkey, 10th June, via Russia, 31st May.

## WEEKLY COMMERCIAL LETTER.

[SPECIAL FOR THE "BOMBAY GAZETTE."]

LONDON, 21ST MAY.

THE arbitrations connected with the proposed Government purchase of the telegraphs are now almost completed. The pleadings before Mr. Russell Gurney, the Recorder, who is the umpire agreed upon by the Post Office and Reuter, came to a close this week, and the decision in that case is expected in a few days. The Electric and International will probably be settled with next week, without arbitration; three companies, the British and Irish Magnetic, the United Kingdom, and the Universal Private Telegraph, have already been brought to terms; and only one small company, the London and Provincial, now remains unbought at the date I write, though it will have been settled with long before this letter is in type. The main difficulty has all along been with Reuter. He was the only claimant who asked terms which were perfectly exorbitant, and who preferred a long and expensive litigation—which the proceedings before the arbitrator have unquestionably been—to a timely and moderate compromise. In one of my earlier letters, when speaking of the sudden rise in market value of Reuter's Telegram Company's shares, I stated that it was generally believed by Reuter and his immediate *entourage* that the shares were intrinsically worth from 80 to 90. The reason for that estimate is now apparent. Reuter's claim preferred before the Recorder is £1,240,000—equal, as there are 10,000 shares, to £124 per share. If therefore the arbitrator were to strike off a third of the claim, the amount awarded would about justify Reuter's calculations. The only fault to be found with his management of the whole transaction is that he has quite overdone his estimate, both of the value of his company's property and of the credulity of Government departments here. So searchingly has his claim been examined that it is likely to be reduced by the award to little more than one-half the amount asked. He *may* get £700,000, though of that I am doubtful, but he is more likely to get something below that and above £600,000. Of course this would still raise the value of the shares to considerably above the present market quotation, but the result would fall short of the exaggerated notions he and his friends entertained in July last. Recollecting however that at the time the Government measure was introduced the shares of the company stood at only £20 each, that they are now £50, and will certainly go, when the award is given, to £65 or £70, it must be admitted that Mr. Julius Reuter has played his cards well throughout. If only half what he asks is granted—if the umpire only allows £600,000—each shareholder will receive £60 per share and will retain his shares notwithstanding. What the company will really be worth as a mere purveyor of intelligence remains to be seen, but it will always be worth something; and the shares carry no liability.

As all the companies as yet settled with have got less than they asked, and as both Reuter's and the Electric and International will also have to submit to heavy deductions, the gross purchase money of all the lines will probably prove to be much less than one class of persons hoped and than another class feared. But it will still be a large sum, and the question arises how is the money to be procured? Mr. Lowe made no provision for that contingency in his Budget, and the source whence he proposed to get the seven or eight millions requisite has only now been revealed. The Savings Bank Bill introduced into the House of Commons as a Government measure proposed to enlarge the limit of deposits from £30 to £100, and it was believed that the additional deposits thus obtained would provide the funds to pay for the telegraphs. This was denied at the time, but now that, thanks to a strong opposition in moneyed circles, the measure has been withdrawn, its object is admitted. The only other recourse left is to borrow. The amount necessary will I believe be procured by the issue of Exchequer Bonds, and as the whole purchase money will not be wanted at once it is probable that the issue will not be such as will seriously disturb the money market. The charge upon the revenue to be created by such an addition to our unfunded debt would of course be met by the receipts from the lines themselves, which would no doubt yield at the outset a large surplus over the expenses of administration.

The report of the Great Southern of India Railway Company for the half year ending 31st December last, is, like most of the others that have been issued, very favourable. The net revenue earned in the half year was £39,779-5-10, against £30,508-9-9 in the same period of 1867. The Government of Madras, it is stated, have recommended to the Supreme Government the construction of the Southern Extension from Caroor to Tinnevelly and Tuticorin, and the directors expect the subject will receive the early consideration of the Secretary of State for India. At the close of the ordinary meeting a special meeting will be held to obtain the consent of the proprietors to raising the additional capital that will be required.

In my notice of the Madras Railway Company's report last week I probably omitted mentioning the directors' statement of the progress made in constructing the north-west line. The section from Tadpatree to Gooty, about 30 miles in length, will, it is hoped, be opened by the end of next month. Those beyond Gooty, both those of the Bellary branch and of the main line to Raichore, the point of junction with the railway coming from Bombay, are being urged forward, and satisfactory progress is now being made, particularly with the bridge over the Toongabudra river, which will be more than three-fourths of a mile in length. The meeting was held yesterday, and this report was adopted.

The Great Eastern will leave Sheerness on or about the 12th of next month with the French Transatlantic cable to be laid from Brest to the island of St. Pierre. When she has finished this little business, if no misadventure should arise, she will return home to take on board the cable

## A STRANGE OCCURRENCE.

We (*Neilgherry Excelsior*) have intelligence from Cannanore of a most distressing nature. It appears that whilst he was shaving himself on the morning of the 27th ultimo, Mr. Small, the acting headmaster of the Government School, suddenly fell into a fit of excitement, under the influence of which he assaulted the ayah with the razor and inflicted two or three wounds on her neck and arm, said to be from five inches long to half an inch in depth. Mr. Small had been noticed to be unusually melancholy for some days previously, due, it is presumed, to the admission of his wife into the Lunatic Asylum at Madras. Our correspondent does not say whether the wounds proved fatal or not, but he says that Mr. Small has been committed to take his trial at the High Court.

## THE S. S. CHEDUBA.

The Vinguard, which came up the river on Sunday, having reported that she spoke the Cheduba, a lively interest was awakened yesterday in the possibility of the steamer being safe; but a private telegram was received from the captain of the Vanguard in the course of the day to the effect that on the 26th May, at 4 P.M., he saw a steamer at the Alguada reef, with the Cheduba's number flying, steaming towards Rangoon. This must have been the Madras, which arrived at Rangoon on the 26th May. The discrepancy in time may be accounted for by the Vanguard using nautical time—4 P.M., the 26th, nautical time, being 4 P.M., the 25th, civil time. The Madras was probably ignallising—"have you seen Cheduba," and the first part of the signal may not have been seen by the barque.

The Moulmein, provisioned for 10 days, went out at daylight on Saturday to search the sea face of the Soonderbunds. Soon after the arrival of the Madras at Rangoon, the Chief Commissioner sent out the Alexandra in search, but it brought forth nothing.—*Indian Daily News, June 8.*

## CALCUTTA vs. BOMBAY.

Several of our contemporaries (writes the *Indian Daily News*) have entertained gloomy apprehensions of the future of Calcutta, in consequence of the opening of the through line to Bombay. They say that both passenger and trade returns will diminish, and Calcutta, commercially, must take its rank after Bombay. There is little doubt that some of the traffic which now comes down from the North-West to Calcutta will seek the new channel; still we do not think there is much reason to view the new state of things with any distrust of Calcutta. Although she is doubtless the first city of our Indian empire, she has still a chance of being considered so in the same in the future. The same position that Bombay holds to the Peninsula of India, Calcutta occupies with respect to an immense country, larger even than the Indian Peninsula—all the country lying to the eastward of Calcutta into the very heart of the immense Chinese empire, Assam, Cachar, North Burmah, and the Western Provinces of China, will doubtless in time find their readiest out-let at Calcutta. The extensions of the Eastern Bengal Railway are planned with a reference eventually of meeting a line through Western China and North Burmah. In this view, does it not behove Government to move earnestly in the matter of opening out Western China and North Burmah to our North East Frontier? The route by way of North Burmah is not said to be dangerous.

## RECIPES FOR MAKING ICED DRINKS.

The following recipes for iced drinks, prepared by a Madras establishment for the information of its "consti-tuents," may be useful to many of our readers:—

Claret Cup.—1 bottle claret, 1 pint German seltzer or soda water, a small bunch of balm, a small bunch of burrage, 1 orange cut in slices, ½ a cucumber sliced thick, 1 glass of cognac sherry, or curaçoa, 1 oz. bruised sugar candy, a sprig of verbena.

*Process.*—Place these ingredients in a covered jug well immersed in rough ice, stir all together with a silver spoon, and when the cup has been iced for about an hour strain or decanter it on free from the herbs, &c.

Badminton Cup.—1 bottle red Burgundy, 1 quart German seltzer or soda water, the rind of 1 orange, the juice of two oranges, 1 wine glass of curaçoa, 1 bunch of balm, 1 bunch of burrage, a sprig of verbena, 1 oz. bruised sugar candy, a few slices of cucumber.

Champagne Cup.—1 bottle champagne, 1 quart German seltzer or soda water, 2 oranges sliced, a bunch of balm, 1 oz. bruised sugar candy, a bunch of burrage.

Sauterne Cup.—1 bottle sauterne, 1 pint vichy or soda water, 2 oranges sliced, a bunch of balm, 1 oz. bruised sugar candy, a bunch of burrage.

Moselle Cup.—1 bottle sparkling or still moselle, 1 quart German seltzer or soda water, a bunch of balm, a bunch of burrage, 2 oranges sliced, 1 oz. bruised sugar candy, 1 glass sherry or brandy, 5 thin slices pine apple or a few peaches.

Pine-Apple Cup.—8 oz. pine apple sliced very thin, 1 bottle champagne, a spring of verbena, 1 wine glass full of maraschino, 1 quart of double soda water, 1 oz. bruised sugar candy.

*Process.*—Thoroughly imbed the wine and the soda water in rough ice for an hour previously to its being required for use; and then, first place the slices of pine apple, the verbena, the maraschino, and the sugar candy in a glass jug and afterwards add thereto the iced wine and soda water.

Chablis Book.—1 bottle chablis, 1 pint German seltzer or soda water, a bunch of balm, a bunch of burrage, 1 orange sliced, 1 oz. bruised sugar candy.

Beer Cup.—1 quart of stout or porter, ½ oz. moist sugar, a small slice of bread toasted brown, a small quantity of grated nutmeg and ginger. Mix these ingredients in a jug and allow the cup to steep for half an hour previously to being drunk.

Ale Cup is made in a similar manner.

Cyder Cup.—1 quart cyder, 1 pint German seltzer or soda water, 1 small glass cognac, 2 glasses sherry, a bunch of balm, 1 sliced orange, a bunch of burrage, 1 oz. bruised sugar candy, a little nutmeg. This cup should not be made until immediately before it is wanted.

N. B.—Any other aërated water may be substituted, or the cup may be prepared without any water.

Perry Cup is prepared in same manner as above, substituting, of course, perry for cyder.

Claret Cup.—No. 2—*cheaper and readier mode*—1 bottle claret or beaujolais, 1 bottle seltzer or soda water, 2 wineglassful sherry, 3 oz. loaf sugar, 1 lemon peeled thin and sliced, ice about 2 lbs. in one lump. Mix in a bowl and allow to stand 1 hour before using.

Champagne or Moselle Cup.—No. 2—*cheaper, &c.*,—Ice separately a bottle champagne, or moselle, and a pint bottle seltzer water, and the following mix, together ½ pint sherry, 1 liquor glass pale brandy, 1 dessert spoonful loaf sugar, 1 liquor glass pale curaçoa, 1 thin slice cucumber, the pairing one-third of a lemon very thin. Before use pass the sherry through a strainer, then add the champagne or moselle, and lastly the seltzer water.

The Celebrated American "Season Ticket."—Put into a pitcher one bottle of sound cyder, a pint-and-a-half of lemonade, two glasses of sherry, one teaspoonful of orange flower water, two or three sprigs of mint, lumps of sugar to taste, and about a pound of ice.

To make a Sherry Cobbler.—Half fill a large tumbler with ice reduced to snow-flakes and one or two teaspoonfuls of powdered sugar, the rind of half a lemon, and one or two glasses of sherry, stir them well together, and drink through a straw.

Ice-Cream Soda-Water.—This delicious summer drink is easily and economically made by partly filling a tumbler with ice, reduced to snow-like flakes, adding about a tablespoonful of fruit syrup and a smaller quantity of cream, then filling up with soda-water.

## THE BERARS.

The Hyderabad correspondent of the *Englishman* writes—"I mentioned in one of my letters that the Small Cause Court at Khangaon in Berar was closed or want of a qualified officer to fill the post of Judge. It is now said that Lieutenant Woodhouse, who has been recently appointed to the Berar Commission, is nominated to fill the vacancy in addition to his duties in the Educational Department. Lieutenant Woodhouse belongs to the Bombay Army, and has passed in Marathi. Considering the relations between Berar and Bombay, more of the Bombay element is required in the assigned districts.

"The Commissioner of the Akola Division is at the sanitarium of Chickulda in the Gawilghur Range. There is a rumour that the Viceroy intends to visit the Berars for the purpose of deciding whether the branch line from Shergaon to Khangaon shall be constructed with imperial funds. The Great Indian Peninsula Company seem to fight shy of the undertaking. The project was originally mooted four years ago, when a Civil Engineer took the necessary levels. The popular opinion seems to be that the surplus revenues of Berar cannot be applied to a more legitimate purpose. The increase in the revenue of the Berar is without a parallel in Indian history. In the twelve years since the province came under British Government, the revenue has risen to double that specified in the treaty with the Nizam.

"Just as I was closing this letter I hear a rumour of a serious affray having occurred at Akola between the constabulary and some men of the detachment of the Contingent stationed there. The origin of the disturbance has not transpired, but the soldiers appear to have been so exasperated that they resented the interference of the Deputy Commissioner and Superintendent of Police. In the end some 24 men are said to have been arrested, but how many of these are soldiers and how many police has not been reported. The trial of the men will take place before Mr. C. Davies. If all be true that is reported, the case will be a *cause célèbre* in the judicial annals of Berar. It will, besides, afford the native the rare spectacle of the Magistrate coming forward as prosecutor in the Court of one of his own subordinates."

## BOMBAY.

**The Chief of Gondul.**—We learn that the Chief of Gondul, who arrived here on Tuesday last, proceeds to Poona next week to visit His Excellency the Governor.

**The Rana of Porebunder.**—We understand that in consequence of some dispute between the Rana of Porebunber and the Political Agent of Kattywar, the former has engaged a member of the bar to represent his case to Government.

**Vehar Lake.**—The height of water at the tower of Vehar Lake on Saturday last was 46 ft. 5 inches (the rain-fall being 7 tenths of an inch); on the corresponding date last year it was 47 ft. 3 inches, the rain-fall being 3 tenths.

**Cathedral Services.**—We have been requested to give notice that the Litany will be chaunted on Sundays at 5-30 P.M. instead of at 5 P.M., and that the time of Evening Prayer on week days has been changed to 5 P.M.

**Commercial Bank.**—A telegram received in Bombay by the Agent for the liquidators of the Commercial Bank in London states that the Court of Chancery has approved of the compromise of seventeen shillings in the pound with the creditors of the Bank, and that the order is made binding on dissentient creditors.

**A Suit for Calls.**—Yesterday in the Small Cause Court, before Mr. O'Leary, the Commercial Bank Corporation of India and the East obtained a verdict against Bhickchund Sukram for Rs. 1,000, being the amount due for a call on ten shares held by the defendant. Mr. Greenwood appeared on behalf of the Corporation.

**Action on a Promissory Note.**—At the Small Cause Court yesterday, before the First Judge, Richard Whitehead sued H. McCormack to recover Rs. 1,000, being the amount of a promissory note, dated the 4th March 1869. Dr. Barton appeared for the plaintiff; the defendant did not appear. The Court gave a verdict for the plaintiff for the amount claimed with advocate's costs.

**Programme of Music** to be played by the Band of the 22nd Regiment N. I. at the Esplanade Band Stand this evening:—

March.
Overture ....."Octoroon" .....Benedict.
Waltzes....."Mina".....Coote.
Selection ....."William Tell" .....Rossini.
Quadrille ....."Military".....Kuhner.
Galop ....."Alabama" .....Burkhardt.

**Shipwrecked Seamen.**—The Superintendent of the Sailors' Home desires to acknowledge the receipt of the following contributions of clothing and money for shipwrecked seamen:—

J. W. ..... Rs. 10
Macdonald, Tweedie, & Co. ..... „ 30
Parcels of clothing from H. Bostock, Esq., C. Douglas, Esq., "The Agapemone," S. Josephs, Esq., W Loudon, Esq., E. Bigg, Esq., T. H. Moore, Esq., C. A. Morphew, Esq., E. W. S. L., and R. V. Hearn, Esq.

**Death of Mr. Cursetjee Merwanjee Wadia.**—We regret to have to announce the death on Monday night, at his Fort residence, of Mr. Cursetjee Merwanjee Wadia. He was a member of the firm of Messrs. Dosabhoy Merwanjee & Co., the well known agents of several American houses. It is a matter of deep regret with the family that within the last four years three brothers,—also members of the firm,—have successively died. The deceased had been suffering from general debility and went to Poona last week for a change; but he was advised to return to Bombay, and in about a couple of hours after landing at Boree Bunder, he died. He was much respected in the native community, and his funeral ceremonies were largely attended by his relatives and friends.

## RELIGIOUS SERVICES.

*3rd Sunday after Trinity—June 13th, 1869.*

St. Thomas's Cathedral.

Daily Prayers 7 A.M. and 5 P.M.

7-30 A.M.—Celebration of the Holy Communion.

11 A.M.—Morning Prayer and Sermon. Hymns 170 and 186.

*5. 30 P.M.*—Litany.

6 P.M.—Evening Prayer and Sermon. Hymns 135 and 17.

Anthem—Ps. CV., verses 1, 2, 3.

The Offertory will be devoted to the poor of the district.

St. John's Church,—Colaba.

11 A.M.—Morning Prayer and Sermon. Hymns 172 and 173.

6 P.M.—Evening Prayer and Sermon. Hymns 15 and 167.

Holy Trinity Church,—Sonapore.

7-30 A.M.—Choral Celebration of Holy Communion with Sermon by the Rev. W. Maule. Hymns 207 (Oh God, unseen, yet ever near), and 122 (Eternal Father, strong to save.)

6-0 P.M.—Evensong with Sermon. Hymns 144 (Oh, what, if we are Christ's) and 168 (To the name of our salvation.)

St. Peter's Church,—Mazagon.

11 A.M.—Prayers, Holy Communion (Celebration), and Sermon. Hymns 200 and 222.

*5* P.M.—Litany and Catechism. Hymns 222.

6 P.M.—Prayer and Sermon. Hymns 139, 185 and 18.

In the Harbour.

The Rev. James Paterson will preach (weather permitting) on board the ship Her Majesty (lying off the Customs House Bunder) at 11 o'clock.

## PROPOSED DISPENSARY AT WALKESHWUR.

A petition from Bhickajee Rughoonath and others, residents at Malabar Hill and Walkeshwur, dated 17th March, has been presented to Government, praying that a charitable dispensary may be established at Walkeshwur. The Inspector General, Indian Medical Department, reported "that he does not see any urgent need for the establishment of a dispensary at Walkeshwur, and that if the residents of the place were to subscribe a sufficient amount for the purchase of medicines, &c., for a small establishment, it would perhaps be advisable to locate an hospital assistant there (to be paid by Government), whose services might also be made available on emergencies by the Presidency Surgeon, first district, who has at present no assistant under him." The following is the Government resolution:—"Petitioners to be informed that Government cannot undertake the establishment of a dispensary at Walkeshwur, but that a hospital assistant will be appointed to reside there, and dispense medicines, if the residents will subscribe the necessary funds for the maintenance of a small establishment."

## MIGRATION OF FAMINE-STRICKEN MARWAREES INTO UPPER SIND.

A report has been made by the Deputy Collector of Hydrabad, dated 1st May, to the effect that a large number of Marwarees from the famine districts had recently arrived at Meerpoor, but where they had come from and other particulars the Mooktiarkar had been forgetful and careless enough not to mention. It appears that many were able to work, but could find no employment just now. The Deputy Collector had therefore ordered the Mooktiarkar to employ them at once on the tank at Meerpoor, for which Rs. 500 was sanctioned in anticipation of the supplementary budget being sanctioned. Other works, also, which have already been sanctioned, will give employment to the same persons when the Meerpoor tank is finished, and to others should they continue to flock in from other parts of the country, where employment is not now to be found. There are a good many aged and sick persons amongst the number; and as these are unable to get work, the Deputy Collector had ordered them to be fed, as they would, in all probability, have died of starvation had this not been done. The Mooktiarkar issued food to people whom he came across in a starving state in his talooka, not only at Meerpoor and Gorechanee, but also in some of the other smaller villages, and he has been directed to send the sick and aged with their children to Allyar-ka-Tanda, where they can settle down more comfortably at a little distance from the town, and also receive food and medical treatment Meerpoor being without a dispensary, and so much out of the way. From the other three talookas reports were received last month. The number of persons from the famine districts said to be residing at that time in the three talookas was 3,865, but they had all, without exception, found employment, and were in no need of assistance. The Commissioner sanctioned the expenditure of Rs. 500 as an emergent debit to imperial funds for the purpose of relieving some of these poor people, and Government has asked him to sanction it from the local budget for 1869-70.

## STEAMER REPORTS BY TELEGRAPH.

Madras, 11th, 6-15 A.M.—French mail steamer Meinam from Galle in sight.

Bushire, 11th, 7-27 A.M.—Mail steamer Abyssinia from Dingan arrived.

Trincomallee, 11th, 10-40 A.M.—H. M.'s steamer Bullfinch sailed for Madras yesterday.

## THE EXECUTION OF PRIVATE WATERHOUSE.

Private Waterhouse, sentenced to death by the High Court of the N. W. Provinces for murder, was executed on Saturday morning at half-past three. The execution was conducted with great secrecy, and the natives thus lost a sight which they go a great deal out of their way to enjoy. We are told that two days after the sentence was passed, hundreds of natives assembled near the jail to see the criminal hanged, but went back disappointed.

The death warrant, issued from the High Court in due course, was signed by the Lieutenant Governor on Friday and was carried out on Saturday. The postponement of the execution at the suggestion of the Chief Justice, and under the sanction of the Lieutenant Governor, pending the receipt of information which had been called for, and the confession of something mysterious by the criminal to a Baptist Missionary, were erroneous statements.

Waterhouse, in reply to a question put to him shortly before his death, said that the only relative he had was a sister who was in England.—*Delhi Gazette.*

## CASE REGARDING A LOST HOONDEE.

In the High Court yesterday the Chief Justice disposed of a suit brought at the instance of Jumnadass Oodhowdass, banker and merchant, Surat, and of the firm of Dooleechund Khundurmull, Bholeshwur Road, Bombay, to recover Rs. 2,651, with interest at 9 per cent since January 1864, from Jumnadass Balkissondass of Hyderabad and Bombay. The defendant's firm granted a hoondee on the above date directing Kesseram Mohunlal to pay the plaintiff Rs. 2,651. The hoondee was subsequently forwarded by the plaintiff to his firm at Calcutta, but as it was lost in some way of which he was not aware it was not then paid. However the accounts of the Calcutta firm arrived in Bombay a short time ago and so plaintiff became aware the hoondee had not been paid. On this coming to his knowledge he wrote to the defendant stating these facts and demanding a return of the sum or a duplicate of the hoondee, but that was refused. The plaintiff held that, according to the custom in India, the seller of a hoondee was liable for refund or a duplicate in case of its being lost; but the defendant declined to grant either. The hoondee was credited to the account of Parikh Jumnadass Balkissondass, and Kesseram Mohunlall of Calcutta was the drawer. Plaintiff had been informed by the latter that no one had presented the lost hoondee to him, and plaintiff believed that though it had been overdue for five years it had not been paid and had not been charged to defendant's account. Had it been paid defendant should have had it and returned it to the plaintiff, and as that had not been done, and as the defendant did not say that plaintiff had been charged for the amount, the latter submitted that he was entitled to recover. Mr. Scoble and Mr. Budroodeen Tyebjee (instructed by Mr. Cumroodeen Tyebjee) appeared for the plaintiff, but defendant did not appear. After the examination of several witnesses, His Lordship gave decree for the amount with 6 per cent and costs.

## THE WRECK OF THE GREAT NORTHERN.

The following report has been forwarded to the Master Attendant by Captain Trew, master of the Great Northern, which was lately wrecked near Bassein:—

To the Master Attendant.

Bombay, 10th June.

Sir,—I beg to forward you a report of the loss of the ship Great Northern, late under my command.

Friday, June 4th.

On Friday, June 4, at 9-30 P.M., wind very strong, ship under lower topsails, foresail reefed, and mainsail. I first obtained soundings in 50 fathoms, fine sand. I then took advantage of the lull to make sail.

Saturday, June 5th.

At 5 A.M.—I got soundings in 45 fathoms, dark grey land.

8 A.M.—Violent squalls. Kept ship E. by S., making allowance for the current and leeway.

Noon.—Strong breeze and hazy weather. Got soundings in 33 fathoms, silty mud and decayed shells.

2 P.M.—Strong breeze and squally weather, with rain and thick weather. Set courses steering E. by S. ½ S.

4 P.M.—Got soundings in 19 fathoms.

6 P.M.—Sighted Malabar Hill E. by N., the Paps and all the prominent landmarks in sight. Colaba Light N. E. and Outer Light Ship S. E. Wore ship and stood to the westward.

8 P.M.—Calms and strong current setting to the N. W.

Midnight—Dirty weather.

Sunday, June 5.

Commenced calm and light airs.

3 A.M.—Light variable breeze and hazy. Wore ship to the E. N. E. At daylight saw the land, distant about five leagues, experienced a heavy squall from the S. W, shortened sail and stood to the W. N. W.

9 A.M.—More moderate but dirty weather, tacked to the E. N. E., the lead kept constantly going.

10 A.M.—Tacked to the westward.

11-30—Increasing breeze and heavy squalls. Tacked to the N. W. Got soundings in ten fathoms. Heavy squalls and dirty weather.

9 P.M.—A shift of wind from the S. W. Wore ship to the S. E. Got soundings in 20 fathoms.

Midnight.—Sounded in 18 fathoms, ship heading S. E. by S.

Monday, June 7.

Heavy squalls and heavy sea on, hands tending the upper topsails.

2 A.M.—Sounded in 6 fathoms, ship heading E. by S.

3 A.M.—In 14 fathoms.

4 A.M.—Sounded in 12 fathoms. Made all prudent sail.

Day-light.—Sighted the land, distant about 12 miles.

5-30.—Turned all hands out to tack ship.

5-45.—In bringing the ship to the wind she struck abaft. Her way was immediately stopped. Let go the port anchor, veering away cable to 45 fathoms. The sails were clewed up when the stopper carried away, taking chain to 80 fathoms. The rudder was then rendered useless and port side of windlass carried away. Let go the starboard anchor. The ship was then thumping very heavy and masts rolling fearfully. The boats were now hanging astern, but the cutter had been rendered useless being stove in launching her. I gave orders—this was at 6-30—to the carpenter to cut away the masts. Before he was ready her back was broken suddenly and she commenced filling with water rapidly. I ordered all hands into the life-boat, and at the time I left the decks were even with the water's edge. We got away from the ship, men behaving very quick and well. I gave them the best advice, telling the best swimmers in case the boat capsized in the rollers to immediately swim on shore with the long small line attached to the boat. At about two miles distant from the land the boat was turned a complete somersault. I had great difficulty in getting clear. On coming to the water's edge a truly fearful sight met my eyes. All hands clinging to the boat and every forty seconds washed off. This continued about half an hour. On the survivors recovering sixteen hands were found missing.

Saved.

| | | | |
|---|---|---|---|
| 1 | Thomas Trew, captain. | 8 | James Clements, seaman. |
| 2 | Chas. T. Jones, 1st officer. | 9 | Alexander Jarman, „ |
| 3 | Ardrew Mulvaney, 2nd „ | 10 | Augustus Peterson „ |
| 4 | John Walley, 3rd „ | 11 | John Jones, „ |
| 5 | Philip Melville, carpenter. | 12 | Simon Fernandez, „ |
| 6 | James Jackson, sailmaker. | 13 | Robert Ramsay, „ |
| 7 | John Stradling, seaman. | 14 | James Sweeny, „ |

Missing.

| | | | |
|---|---|---|---|
| 1 | George Cooper, steward. | 9 | Mark Hill, seaman. |
| 2 | Jas. Alfred Gates, boatswain. | 10 | Richard Williams, „ |
| 3 | John Burnett, engineer. | 11 | Humphrey Williams, „ |
| 4 | Henry Muckler, cook. | 12 | Chas. Corigdon, „ |
| 5 | Leon Selina, seaman. | 13 | Lawrence Smith, „ |
| 6 | John Gustavee, „ | 14 | Henry Hilbert, „ |
| 7 | Augustus Lamert, „ | 15 | Thomas Cavanah, boy |
| 8 | Gustiff Eggham, „ | 16 | Henry Algreaves, „ |

I beg to remain, &c.,

Thomas Trew, late master of the ship Great Northern.

## CORRESPONDENCE.

*** We are obliged to "Benedict" for his suggestion.

### SIR A. GRANT AND THE INDIAN PRESS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—The "Bombay Gazette" at all events has enough *conscia virtus* to allow of space for a few words on the tone of Anglo-Indian newspapers. The "Bangalore Herald" and some other journals seem to find Sir A. Grant's cap fit them uncomfortably well, and I am inclined to think that any one who reads what they write about his Edinburgh speech must be forced to say that he was not very far wrong. In your paper and in many others there appear now and then articles that would do justice if not honour to any British journal, but it is not very often that a large field for first-rate writing presents itself in India. As all Anglo-Indians have grievances, and as many of them have a vast deal of time to think them over and publish them about, we have far more personality in our papers than our countrymen have at home. If any one doubts this let him search out all that has been written about Sir A. Grant himself in this country. Difference of opinion is in India too often regarded as a crime, and to take what is called "a seat" on a man or institution is out here evidently a sore temptation. I venture to predicate this especially of mofussil and Anglo-Vernacular papers. Endeavouring to accomplish the deep chested bark of the mastiff they too often sink to the wretched yelp of a mongrel cur. Unhappily some of the small newspapers' bigger brothers have at times condescended to the same mistake. As Sir A. Grant used to write here it is evident that he intended no absolute condemnation of the Indian Press, but many small writers have assumed that such was his intention. What he did say was perfectly true, and if any one will sit down and compare first-rate British journals with first-rate Indian ones he will think so too. Until the first-rate Indian journals command a much larger circulation than they do at present it must be absurd to expect that they can fly incessantly at the lofty height to which they not unfrequently attain.

Thinking that your paper has for years set a worthy example as regards "tone" to your contemporaries, and as I am not one of your writers, I have ventured to send you these few remarks on the fairness of Sir A. Grant's strictures; and I have done so simply with the hope that if what I have written is just, some few editors may regard them with favour.—Yours, &c.,

AN OXFORD M. A.

## ARRIVAL OF THE ENGLISH MAIL OF THE 21ST MAY.

About six o'clock yesterday morning the P. and O. Co's. s. s. Rangoon, Capt. E. D. Baker, arrived in the harbour with the English Mail of the 21st ult. She left Suez on the 29th May and Aden on the 4th June. When she was at the latter port H. M.'s ships Forte, Dryad, and Nymph were there. Appended is the

List of passengers.

From Southampton—Staff Surgeon Simple, Major E. D. Eales, Mr. and Mrs. Wood, Mr. and Mrs. Floyd, Messrs. G. Burnell, R. Ballard, J. Aspin, R. Urquhart, C. Roberts, H. G. Scott, C. Nixon, E. F. Scaly, H. T. Marrico, J. R. Greenhill, and H. Jay; and Corporal Stevens, wife, and child.

From Marseilles—Captain Henchy, Mrs. Henchy, Dr. Sinclair, Mr. and Mrs. Ferguson and European female servant, Mr. J. Wauchope, C.B., Mr. J. H. A. Poultou, and Mr. N. Tyabjee.

From Suez—Mr. Otto Muller, and Captain Hall.

From Aden—Lieutenant C. E. Bell.

## HEADS OF INTELLIGENCE.

*(Home News, May 21.)*

The Queen has gone to Balmoral. The Prince and Princess of Wales remain in London.

Her Majesty is about to endow school and college bursaries for deserving scholars in the district of Balmoral.

Mr. Motley, the new American Minister at this Court, has sailed for England. It does not appear that he has any specific instructions on the Alabama question.

The Royal Naval Reserve Squadron has sailed on a cruise, and most favourable accounts have been received from the fleet.

Rioting has occurred in several departments of France in connection with the elections.

The Spanish Cortes are still debating on the draft of the Constitution, but the monarchical principle is affirmed.

The Viceroy of Egypt is expected in London on June 22.

A French professor of the Royal Military Academy, Woolwich, has been committed for trial, but held to bail, for challenging another French professor at the London University to fight a duel.

The Egyptian Government have made arrangements with the Suez Canal Company by which every claim upon the Government is satisfied.

The Austrian Reichsrath has been closed by the Emperor, who made a liberal speech on the occasion.

The Rev. Edward Parry is the new Archdeacon of Canterbury.

The Dean of Ripon, Dr. M'Neile, has addressed a long letter to the Premier against the Disestablishment of the Irish Church.

Mr. Burke is appointed Irish Under-Secretary, in the room of the late Sir E. Wetherall.

Two Australian gold ships, the Blue Jacket and the Omar Pasha, have been destroyed by fire at sea.

Further proceedings have taken place in the bankruptcy of the Countess D'Alteyrac, otherwise Willoughby.

A fatal riot has taken place near Tralee.

The Somersetshire Stakes at Bath was won by Sir R. Bulkeley's Romping Girl.

Further experiments have been made with the new bronze field gun for India.

There has been a further remand in the case of the directors of the English Joint-Stock Bank. The charge against the directors of the Hercules Insurance Company is withdrawn.

Several cotton mills in Lancashire have narrowly escaped destruction by fire, and incendiarism is suspected.

It is expected that Admiral Kellett, C.B., will obtain the naval command on the China station.

Mr. Odger is the working man's candidate for Stafford, and he is recommended by Mr. Edmond Beales.

Major Beswick has been committed for trial on the charge of forgery.

Some gold discoveries have been made on Sir J. Matheson's estate in Ross-shire.

A scheme is proposed in France to join the Bay of Biscay and the Mediterranean by means of a ship canal.

Captain C. M. Smith, Madras Staff Corps, has been permitted to resign.

A payment of more than £1,000,000 has been made by the India Council to the shareholders in the East India Irrigation and Canal Company.

A number of failures are announced. A large firm in New York has suspended, through speculative operations in gold. The Liverpool Cotton Market is without change.

The following names appear in the obituary of the week:—

Of her Majesty's Indian Army: Colonel G. A. Underwood—Dr. M. Stovell, C.S.I., Retired List, Bombay Army—Lieut.-Colonel G. F. Penley, Retired List, Bombay Army.

Miscellaneous: Major James Leith, V. C.—Mr. James Shepherd—The Dowager Countess of Albemarle—Lady Pasley—The Rev. Alexander Dyce—The Rev. Calvert Fitzgerald Moore, M.A.—Herr Molique—Mr. Peter Cunningham.

## SIR SAMUEL BAKER'S EXPEDITION TO THE WHITE NILE.

Sir Samuel Baker has left London on his African journey earlier than he had intended, on account of a telegram which he received from the Viceroy of Egypt. No authoritative statement has been made of the object of the expedition which Sir Samuel is to command; but it is known that he intends to traverse the district watered by the White Nile, and that he will endeavour, by such means as may be afforded him, to bring the people of that region more within the influence of civilisation. He goes at the head of a small army, admirably equipped by the viceroy. He will also have a small flotilla of well-armed river vessels. It seems quite certain that the viceroy means to annex the whole of the White Nile territory, and that in doing so he intends to abolish the traffic in slaves which is at present the great curse of that region. As he proceeds on his route, Sir Samuel Baker will establish stations at certain points the better to secure the subjection of the several tribes, and of peace between tribe and tribe. In his new work, the only connecting link between the explorer and this country will be the Royal Geographical Society, to which he will from time to time transmit reports and letters on matters of geographical and other scientific interest. In order that he may be thoroughly equipped for the work, the Royal Geographical Society is gathering together and will forward to him a complete set of such instruments as are of use to an explorer.

## THE BRINDISI ROUTE.

A report recently made by Captain Tyler to the Board of Trade on the facilities afforded for communication with India and the East by the Brenner pass and Brindisi route was published on May 21 in a parliamentary paper. Captain Tyler states that considerable progress has been made in the construction of the harbour at Brindisi, and a new hotel which is being built by the railway company will probably be completed in six months. The Italian Government are about to undertake the construction of docks, and all the works in progress would be expedited if there were any immediate prospect of the employment of the harbour for the regular Indian mail steamers. The port of Monopoli, Captain Tyler considers, would be a superior point of departure for the mails as regards salubrity; but it cannot be considered as a rival port with Brindisi for the accommodation of steamers of a large class; and travellers need have no hesitation in resting *au route* at the new hotel at Brindisi now in course of construction; "provided it be managed as intended, with a view to their comfort, in all respects, and at fixed and moderate charges." The Brenner Railway, which Captain Tyler has recently travelled over, has, he thinks, nothing exceptional about it to prevent it from being worked in much the same way as any other railway, and he believes that an express service may be performed, as far as this line is concerned, with a high degree of regularity. The total distance from London to Alexandria by the Brenner route via Ostend, Cologne, Augsburg, Munich, Brenner, Verona, and Brindisi, Captain Tyler calculates would be about 150 English miles longer than by the Paris and Mont Cenis route; but as regards time there would be very little difference. The time occupied in the Brenner route is estimated at 150 hours; by the Mont Cenis route, 150½ hours, or 147½ after the Mont Cenis tunnel is completed. Either service, if carried out, would effect a saving of thirty hours over the Marseilles route, but practically the time saved as regards letters from this country would not be more than twenty-four hours, because the Indian mail now leaves London on Friday evening, and as the General Post Office is closed on Sunday, the latest time for the postage of letters would be Saturday evening. As the arrangement for despatching the mails on Friday evenings was settled after much deliberation with reference to the convenience of those principally interested, the more immediate practical benefit to be anticipated by the adoption of either of the Alpine routes would, as far as letters are concerned, be the possibility of sending a supplementary mail twenty-four hours later than the mail *via* Marseilles. All these routes, Captain Tyler observes, may, however, be only provisional ones. "The lines by Constantinople and the Euphrates Valley, and over the Greek frontier to Cape Sunium, so near to the Suez Canal, have yet in process of time to be constructed; and the hope of the Indian traveller of the next generation, chimerical as it may appear to many at present, must be nothing less than to pass dryshod from London to Bombay—through a submarine tunnel from Dover to Calais—through Europe by railway—over the Bosphorus by a bridge—and forward by railway down the Euphrates valley, and round the Persian Gulf to Bombay."

## THE MARQUIS OF BUTE AT JERUSALEM.

According to letters from Jerusalem, the Marquis of Bute is edifying the dwellers in that city by his piety and his liberality. He passes long hours in tears and prayer at the various spots where the last scenes of the Passion are supposed to have been enacted. His lordship's almoner, Monsignor Capel, has been preaching in English to large bodies of pilgrims belonging to numerous English and American creeds, and his remarkable eloquence brings together a large and heterogeneous audience, whenever it is known that he is likely to occupy the pulpit in the chapel of the Ecce Homo. The *Gazette du Midi*, alluding to Lord Bute's conversion and his subsequent pilgrimage to the Holy City, adds, "La présence du fervent converti à jeté le désarroi dans le camp, ou plutôt dans le comptoir Luthéro-Calviniste. En effet rien n'était plus significatif ni plus concluant que la comparaison de cette pure et glorieuse conquête de l'Eglise, avec les acquisitions, à tant par tête, des âmes à acheter et à revendre, dont la Mission protestante à Jerusalem fait le déplorable trafic, et dont elle a composé son maigre bercail."

## REUTER'S INDIAN EXPRESS.

ENGLISH NEWS TO THE 22ND MAY.

LONDON, Saturday, May 22.

Mr. Forster on the Alabama question.

This morning's papers contain a lengthy speech of the Right Hon. W. E. Forster, Secretary of State for Education at Bradford, on the relations of England and America. The *Times* considers Mr. Forster has done good service at the present juncture, and attaches a peculiar value to his remarks inasmuch as Mr. Forster was always a strenuous supporter of the North throughout the progress of the American war.

Mr. Forster commenced by deploring greatly the ground taken by Mr. Sumner in his recent speech, and refuted the arguments adduced by him, by reviewing, somewhat in detail, the relations subsisting between England and the Southern States at the outbreak of the war. "Englishmen suddenly heard the news of the rebellion against the North. It was a surprise not only to Englishmen but to Americans, but the war broke out and the whole South was speedily in possession of the rebels. What was England to do? Why, it was her duty to declare that she would have nothing to do with aiding either side, and yet it is the proclamation of such a declaration which Mr. Sumner now complains, and which he characterises as precipitate, premature, uncalled for and hostile. The state of things was this. A great war was raging between these two portions of one country, the South using every possible exertion both in the States and in England to drag us into war. Now, the sole way in which their endeavours could be frustrated was by the Queen issuing orders that we should take no part in the struggle. This was our position, we were carrying on a great trade with the South—a trade which was the life and bread to a large portion of our population, but it was suddenly stopped—stopped by a forcible act of the North, and it is a vain and foolish thing not to allow that to have been the act of a belligerent power." Mr. Forster then proceeded to show that the blockade was effective and not a sham blockade, and that a year before a single vessel left England, one of the first four vessels that sailed with the flag of the South, was adjudged by the North to be, not a pirate, but a belligerent. Yet our own proclamation is considered a hostile act, but it was an act which Mr. Forster believes to have been necessary. Had America adhered, as she was invited to do, to the Declaration of Paris, privateering would have been piracy, and all these complications would have been avoided.

"Imagine," continued Mr. Forster, "the case of a civil war between England and Scotland, imagine Scotland in the hands of the rebels, and these in possession of the whole of the North,—that England had possession of her fleet and was able to blockade the ports of Scotland, that there was a great trade between Scotland and America, and add to that that America depended almost for her very existence upon some of the produce of Scotland, that England stops such produce going out, and that she declares a blockade, what should we expect America to do? Not to help Scotland, not to help us, but to be perfectly neutral and to give orders that her citizens should be neutral. That is what we did in regard to America, and Mr. Sumner has no right to complain against it."

The right honourable gentleman then proceeded to refute the further complaint of Mr. Sumner that England, having proclaimed neutrality, broke her proclamation, and passing on to the difference between action on the part of a government and the language of individuals, he dwelt upon the fact that no words derogatory or injurious to America had ever been permitted to pass without remonstrance. He would not defend all that Lord Russell had done, because he believed that a grave mistake had been committed when the Alabama was allowed refuge in British waters. Mr. Sumner says that the English Government is guilty for half the war, but had England accepted the invitation of the Ruler of France, and been persuaded to declare for the South, the cost to America would have been quadrupled, nay quintupled. From that the English saved her, and Mr. Forster complained that she had forgotten her friends in this country.

In conclusion he said there was a line beyond which concession would be a crime, because it would be a sacrifice of that position, which alone makes England able to do her duty. He had, however, no fear of the future, and he expressed his earnest belief that mutual sympathies, common institutions, common language, and ties of blood would long maintain the alliance between England and the United State.

The Koles mission

## RUSSIA AND AMERICA.

A LETTER from Washington, published in the *Moscow Gazette* of the 12th inst., says that the appointment of Mr. Curtin as Ambassador to St. Petersburg is intended as "a proof of the importance attached by the United States to the maintenance and developement of their cordial relations with Russia." "The strengthening of the bonds between Russia and America," the correspondent continues, "has always been a matter of great interest to the two countries; but it has now become a necessity, owing to the difficulties which may arise with Great Britain, and to the identity of the policy of the Czar and the President in the question of the Eastern Christians." The letter concludes by stating that the special commission appointed by Congress to consider the subject of American navigation is to give particular attention to the obstacles created by the Treaty of Paris of 1856 in the navigation of the Black Sea, the Bosphorus, and the Dardanelles, and that the new Foreign Minister and Ambassador to Russia will probably use all their efforts to obtain the suppression of that treaty, which was never signed by America and was dictated by a hostile spirit to Russia.—*Pall Mall Gazette.*

## "PROMISCUOUS DANCING" IN ARGYLESHIRE.

THE Free Church ministers of Argyleshire continue to be greatly exercised in mind on the subject of promiscuous dancing. A few days ago they held a meeting in full synod to discuss the question and sat till four o'clock in the morning lifting up testimony which seems on the whole to have been of a very gloomy and depressing kind. "In all parts of Scotland," according to one witness, "the evil was raising its head: in Campbeltown, Lochgilphead, Inverary, even in Rothesay itself, midnight balls, revelry, and their consequences were greatly on the increase." At Lochgilhead there is a ball every year, though the minister "always preaches on the subject previous to its taking place." A deceitful practice has also sprung up of having soirees followed by dancing, so that the clergy who accept what seems an innocent invitation find themselves betrayed into countenancing sinful pastime. As a mere exercise dancing was denounced as a system of "meaningless antics," "a certain shuffling of the limbs which, rationally regarded was unintelligible and savagely uncouth." The chief wickedness, however, consists in "a concourse of males and females gathered for the purpose of merriment and gratification." Unfortunately the Synod did not see how any repressive measures could be enforced.—*Pall Mall Gazette.*

## SALE OF A (GOOD) LIVING.

THE account of the biddings for the next presentation to the rectory and vicarage of Westborough and Dry Donnington, in the county of Lincoln, which was put up to auction at the Mart on May 18, certainly offers food for reflection to thoughtful minds. It appears that the living is worth £708 per annum. There are two churches to serve—a mile and a half apart—service being held alternately at each place, viz., in the morning at one, and in the evening at the other, and *vice versa*. There was, the auctioneer stated, good society; he thought he might add good hunting, and, allowing £100 a year to a curate to do the dirty, disagreeable work, such as attending to the sick and dying, there would remain a net profit of about £600 a year for the rector. The outside sum offered for the privilege of attending to the eternal salvation of the inhabitants of the two parishes in question was £4,800. This did not reach the reserve price, and accordingly the living was withdrawn, doubtless to the great disappointment of young divines with "a call," but no ready money. The congregations of the two churches must be rather puzzled and much edified by seeing the care of their souls thus brought to the hammer and with such an unsatisfactory result. We only hope that when they find their spiritual wants have a marketable value they will not argue that they should be allowed to sell them to supply their physical necessities. Nor need they fear they will be neglected; some one will take them up gratuitously. A few years ago the "spotted fever" broke out among the Irish population in Liverpool. In one house in that town six young Roman Catholic priests lay dead together, the victims of their devotion to the duties of their ministry. What would their privileges have fetched at the Auction Mart?—*Pall Mall Gazette.*

## PROGRESS IN TURKEY.

ONE of the most important reforms announced by the Turkish Government is the establishment of a civil code, which will be binding on all the subjects of the Sultan, without distinction of creed. A legislative commission is to be appointed for this purpose under the direction of Ali Pasha. This commission will be instructed to commence its labours by a careful examination of all the precepts of the Koran relating to the civil organization of society, with the object of using them as a basis for the new code. The Koran will then be adopted, as hitherto, the official text-book for courts of justice, but only be recognized as an authority in questions of dogma and religious practice. This reform will doubtless be violently opposed by the clergy and the Turks of the old school, but it has been approved by the Sultan and his Ministers, and steps are already being taken for introducing it. Another question which is now under the consideration of the Council of State is a proposed alteration in the mode of collecting the taxes. At present all taxes in the empire are farmed out to speculators, who pay fixed sums to the Government, which in certain provinces amount to barely one-half of the contributions imposed on the inhabitants. The Government will in future receive the taxes through its own officials, as in other European countries.

## THE INDIA OFFICE LIBRARY.

THE India Office Library is another light which, in the new order of all things Indian, has been put under a bushel and well nigh extinguished. It is said to consist of 200,000 volumes. But this is a wild exaggeration. We doubt whether it contains more than 35,000 volumes, all told. A special library of this sort, however, would be invaluable to the public if it were only available for public use. And yet in printed works—in European books on India, the India Office Library is very incomplete. It would seem never at any time to have been kept up with current publications, and during the last few years it has been allowed to fall altogether behind in them, although a hasty effort is at last being made to fill up arrears. The unique value of this library lies in its Oriental MSS. The Sanscrit MSS. presented to it by Colebrooke cost him not less than £10,000 in India; and so eminent an Orientalist, by the translator of the "Digest of Hindoo Law," and author of one of the best Sanscrit dictionaries, may be presumed to have got the full worth of his money. His collection is, indeed, the chief corner-stone, as it were, of the India Office Library. There are, besides, a collection of Zend and Pehlvi, Persian and Arabic, Cingalese, Burmese, Javanese, and Thibetan MSS., most of which have not as yet been even looked into, and of which it is of the greatest importance that catalogues should be provided, if for no other reason than to guard against their being fraudulently removed. It is alarming to think of such inestimable treasures being heaped up, like so much waste paper, without any proper clue to them, in the back passages of the India Office attics. The reported discovery of "Timour's Library" amongst this heap was, of course, a hoax. But we have little doubt that many MSS. and printed Oriental works could be found in the library stamped with the name of Timour, as that would be sufficient to prove that they were his property. Not that the library needs the association of Timour's name to enhance its value or interest. Whether any of them belonged to the great Tartar or not, the India Office possesses the finest collections of Oriental MSS. in the world, not excepting those of the Imperial Library of St. Petersburg. Then there are the English MSS. of Orme, Leyden, Hamilton, and Moorcroft, stowed away, very ingeniously, it must be admitted, in a skylight. Here also the files of Indian newspapers have been put. These are very incomplete. So are the "Selections from the Records" of the different Governments of India, a most valuable series of publications, of which, as of the Indian newspapers, both English and native, the library ought to possess complete sets. Indeed, a special Indian Library ought to contain a copy of every printed work or document published in India. And yet the library, we hear, is being "weeded" of a large number of such works—because, for the present moment, and perhaps by some single referee, they are thought useless and superfluous. A large number of books sent from India somehow, we are told, never reach the library.

Nothing requires more care than weeding a library. We can recall some instances in point. The officials of a library, having an eye chiefly to obtain more space, set aside 3,000 volumes as unnecessary. A special committee appointed to examine them first reduced the number to 100, and, on reconsideration, to three. This was an obscure three-volume novel no one knew anything about by an anonymous author, and named "Pandurang Hari." But its merits soon came to be as accurate and vivid picture of Mahratta life, and was at once locked away amongst the rare works possessed by the society to which the library belonged. We wish that Captain Meadows Taylor would look after "Pandurang Hari," and see if it would not be well worth reprinting. In another instance, a lot of MSS. had been thrown aside as rubbish, out of which by the merest chance, a MS. copy of the "Inferno," written thirty years after Dante's death, and containing his likeness, was kicked. The signature of Mountstuart Elphinstone was on the title-page. It is a mere pretence to say that the India Office Library is open for public use. It is difficult to understand what people who boast that it contains 200,000 volumes can mean by saying that it is a public library. The British Museum contains about 350,000 books, and to enable the public to use these, or rather the proportion of them generally in demand, between twenty and thirty men are kept in daily attendance on the readers. The service at the India Library consists of a man and a boy. And the accommodation for readers is as deficient as the service—no desks or pens or ink being provided.

You have scarcely room to turn in. You feel in the way, notwithstanding the evident desire of the man and the boy to welcome you, and not, as one is made to feel so completely at the British Museum, at home, as if indeed it had been built expressly for you, and no question about it. And if you sit down, intending to work, the defective catalogue and dusty books very soon drive you, irritated and disgusted, out of the rooms. No one ever seems to work there. And yet the India Office Library would be as popular a place of resort for students as the British Museum is, if only properly furnished and efficiently served. In this respect the Duke of Argyll has an opportunity of establishing an extremely use public institution at comparatively little cost.—*Pall Mall Gazette.*

## THE SUEZ CANAL COMPANY.

ADVICES from Alexandria state that the Egyptian government have made an arrangement with the Suez Canal Company which puts an end to every anterior and future claim. Until now there were still several questions undecided, out of which claims and demands of indemnities might have arisen, which would have proved onerous to the Egyptian Government. One of these questions, in fact the principal one, was the concession given by Said Pacha to the company of exemption from all duties on every kind of merchandise and material imported into Egypt—a most dangerous grant as regards the future. "With the new port of Port Said established, it might have led to immense difficulties, claims, and disputes." The Viceroy has now succeeded in annulling that concession together with other rights which the Canal Company had considered themselves to have by a simple arrangement, involving no liability to pay any ready money, nor any present or future real demand upon the treasury. It provides for the extinction of the concession in its every detail, and in future the company will have to pay duties for all merchandise imported, the same as every individual in the country, and the company cease to have any special privilege on the navigation of the fresh-water canal, and must submit to the same taxations and regulations as those established for strangers. It leaves to the Egyptian government in future the monopoly of the postal and telegraphic service throughout the canal, as well as the fishery of the whole of the waters, including the lakes. The company further cede to the government all the hospitals, with their material, throughout the isthmus, and all the houses, constructions, and warehouses along the canal, with the exception of those in the principal towns established, such as Ismailiah and Port Said, and will pay five per cent. per annum of their value (as rent) for any which they may still wish to occupy or make use of after the present date. All these concessions of rights on the part of the company are made for the sum of £1,200,000, as to the condition of payment of which the following is the exact clause:—

"The payment of the 30,000,000f. will be effected by the Egyptian Government to the Suez Canal Company by their delivering immediately to the company as many coupons of interest on shares of the said Company as may suffice to pay this sum in capital and interest (at the rate of 10 per cent. per annum), and deducted from the 176,602 shares of the company of which the Egyptian government is proprietor. The coupons to be delivered are those commencing to fall due the 1st of Jan., 1870. In consideration of the delivery and forfeiture of these coupons, as expressed above the president and director M. de Lesseps, gives immediately, and by this act in the name of the company, full and valid receipt to the Viceroy of Egypt for the said sum of 30,000,000f."

Thus it will be seen that under this arrangement the question whether the canal succeeds or not—whether it will pay interest or not less or more than 5 per cent. as stipulated will make no difference whatever to the viceroy. All he has forfeited is the interest on about £3,500,000 nominal value of shares of the Suez Canal Company for the period of about 12 years, being a rough calculation of the amount of coupons he will have to remit for the sum stipulated, reckoning the interest at 10 per cent. on the capital and the revenue of the coupons at 5 per cent.

The result is looked upon as a great advantage to the Egyptian finances, since until now no certainty could be felt as to what the company might yet cost the government in indemnities and claims. "The arrangement," it is added, "was made between M. de Lesseps, the viceroy and his minister of finance, without the least intervention of the consul-general of France, and in a most amicable way."

## INTERESTING FACTS FOR THE SCOTCH.

THE Registrar-General's twelfth detailed report of births, deaths, and marriages in Scotland, which has lately been printed, contains some useful hints to invalids and married couples with small means. He advises the former to absent themselves from Scotland from the beginning of December till May, on account of the low scale of night temperature, but as the northerly and easterly winds are chiefly hurtful to the consumptive, the months they have especially to avoid are March, April, and May. He does not tell the invalids where they are to go to, but as the winds in question have taken to coming south themselves during the months mentioned it is to be feared that the sick will have to come to London will find they have only fallen from the hands of Mr. Dundas into those of Major Graham, our own Registrar-General. There can, however, be no doubt as to the course to be pursued by married people with limited incomes—they should keep out of Scotland altogether; it appears that to 23,688 marriages in Scotland there are born 101,994 children, giving a proportion of 4·30 children to every marriage, or 430 children to every 100 marriages. Now mark the advantage which England possesses: during the same period as that quoted by Mr. Dundas, to 187,776 marriages there were only 703,369 children, giving a proportion of 3·77 children to every marriage, or 377 children to every 100 marriages. Caledonia may be now, as heretofore, a meet nurse for poetic children, but prudence suggests immediate flight to practical parents who cannot afford the luxury of large families.—*Pall Mall Gazette.*

## SKETCHES OF THE MEMBERS OF THE HOUSE OF OVEREND, GURNEY, AND CO.

(*From "Depredations; or Overend, Gurney, and Co., and the Greek and Oriental Steam Navigation Company."—By* STEFANOS XENOS.)

DAVID WARD CHAPMAN was one of the handsomest Englishmen I have ever seen. He was of the middle height, and perfectly well made. He dressed with the correct taste of a City man, which the "West-end swells" often make ridiculous by exaggeration. He was not a financial genius, but he possessed talent and experience. He daily passed five hours in the City. When money was cheap, the commercial sky clear, and business smooth, these hours were to David Ward Chapman a sacrifice laid on the altar of duty; but when money was dear, and the aspect of the horizon stormy, then the feelings of David Ward Chapman, during his City hours, were about as pleasant as those of the Syracusan tyrant in presence of the hair-suspended sword. David Ward Chapman was fond of flattery, and, as he could command the market, he had always an abundant supply of the commodity. He was surrounded by a troop of sycophants—all clever fellows—who knew how to trim their sails according to the weather. And then David Ward Chapman was arrogant in the supreme degree. The sentiments of the renowned De Coucy might not inaptly be uttered by him:—

Roy ne puis-je être;
Duc ne veux être,
Ni comte aussy;
Mais grand seigneur De Coucy.

David Ward Chapman loved the drama, and was fond of pictures, but, not being possessed of the judgment of Sir Charles Eastlake, he left the choice of his purchase to his agent or flatterers. In private life he maintained a hospitality lavish as that of the prodigal son. David Ward Chapman's life was a round of pleasure. With the exception of the few hours daily devoted to business, his whole time was taken up in giving or accepting entertainments. He thought only of making the hours of this ephemeral life as joyous as possible. Prodigal-son like, he never reflected on the reverses of Polycrates.

Arthur George Chapman was a fair-complexioned, boyishlooking young man. Not a particle of hair shadowed his downy cheek. Had he chosen to dress like a girl, he like the brilliant de Faublas, might have passed as femme de chambre of the Marquise de B—. The part he played in the great office was limited to issuing orders in a bombastic tone to the clerks, in the presence of strangers; to treating customers cavalierly, particularly those who came to borrow money, or ask the renewal of their bills. But, over and above all, his object in coming to the office was to accept the bills of the firm and sign cheques. Indeed, he signed so many cheques, that within eighteen months from the time I first made his acquaintance, I was told, his partners, to relieve him from his heavy work, provided him with an annuity. So ended his official visits to the great "Corner House."

Henry Edmund Gurney was one of the principal partners and capitalists in the establishment. He was a man of a high moral and intellectual cast. In person he was above the middle height, and inclined to corpulency. His countenance indicated both goodness of heart and strength of intellect. His hair was fair, his eyes well shaped and kindly in expression. He was deaf in one ear, which accounted for his always speaking in a loud tone, even when treating of affairs of the most private nature. He was a proud-spirited man, somewhat pompous and dictatorial in manner; but, on the other hand, he was imbued with a deep sense of religion, and his acts of private benevolence were numerous. In his public capacity, he has, many a time and oft, saved whole branches of commerce from a crash, by assisting those at their head. He was a member of the Society of Friends, and a man incapable of uttering an untruth, or playing a double game. But, unfortunately, surrounded by a class of men like the favourite Jew of the Chapmans, he was always able to ascertain the truth, because, not suspecting the motives of his informants, he never thought of doubting their statements. In this way he ultimately fell into their power, and became the tool of a clique of designing men. Like all financiers, Henry Edmund Gurney was fond of multiplying his money, and was ambitious of commanding the commercial world. It was an ambition worthy of a minister of finance. To reach the climax of his ambition, this English Colbert did not need the patronage of a Cardinal Mazarin. When money was cheap, his eye instantly fell on the dockyards of Liverpool, London, Hartlepool, Newcastle, and Sunderland, as did, in former times that of the celebrated minister of France on those of Brest, Toulon, and Rochefort.

With the vast capital at his command—partly his own, and partly deposited in his keeping—he might, by mortgages, have chained the mercantile fleets of England, and compelled them to anchor where he pleased. It was to a power like this that Henry Edmund Gurney aspired. Delille has said: "Par les nœuds du commerce unissez l'univers." Henry Edmund Gurney's plan was not a bad one. Instead of incurring risk by discounting second-class bills, as all bill-discounters do when money is cheap, he was able to put his hand upon a vast amount of commercial and maritime property, and so, in a large measure, to control the two chief elements of England's commercial greatness. To the success of Henry Edmund Gurney's design three conditions were indispensable—a special knowledge of maritime property; a moderate rate of interest, say, never in any case to exceed 10 per cent., so that the shipowner may be able gradually to release his vessels; and an inviolable rule never to advance more than a certain amount on a certain valuation. Besides, the trade in which the mortgaged vessels were engaged should be closely inquired into, and the capabilities and honesty of their owners ascertained. But the mode in which our great capitalists attempted to work out their project was quite the reverse of this. The *protégés* whom David Ward Chapman employed to superintend their interests and to value the property, were babes in know ledge, or else refined rogues, and the consequence was that transactions with the best paying and best organised lines of steamers were fraught with loss. Mr. Henry Edmund Gurney, being the chief acting partner in the firm, having, unfortunately, more on his hands than one man could accomplish, left the investigation of the securities to Mr. David Ward Chapman, whose factotum was Mr. Edward Watkin Edwards, an official assignee to the Court of Bankruptcy.

Robert Birkbeck, a junior partner in the great "Corner House," was at that time, like Arthur Chapman, a boyish-looking young man. He possessed great talent, prudence, and high morality. He loved his work and took an active part in all the concerns of the firm. Endowed with great self-possessions, he stood unmoved amidst commercial storms, and more than once, by his foresight and determination, saved the good ship of Lombard-street from being wrecked amidst the labyrinth of shoals and banks amidst which the two other partners and their precious favourites had entangled her. Robert Birkbeck stood unflinchingly by the side of Henry Edmund Gurney to the last, and, I doubt not, rendered good service. If all the winds of the commercial horizon of London had not been evoked and made to blow simultaneously on that glorious ship, which, after I left, became a total wreck, she might have lasted to become an honour to Great Britain.

Samuel Gurney and John Henry Gurney scarcely ever made their appearance at that time in the office.

The way in which Messrs. Overend, Gurney, and Co. advanced money to the Galway Company, to me, to Zachariah Pearson, and other shipowners, on their property, was this: They instructed Mr. Henry John Barkar, or the introducer of the business, to draw bills on the owner of the property, and these they discounted at the enormous rates I have mentioned. These bills they kept by them, and rediscounted, with their indorsement, according to the signals indicating whence the money-market winds blew, or according to the wants of their claimants.

In my visits to the office of these great money dealers, I had an opportunity of noting things that escaped the observation of the proprietors themselves. That office often reminded me of the French court in the time of Louis XIV. "C'est à la cour que les passions s'excitent, et conspirent contre l'innocence," says Fléchier; and Arnauld adds, "Ici la fourberie passe pour la vertu." The truth of these assertions was fully verified in the miniature court of Lombard-street. No ante-room of any minister in Christendom presented a greater number of expectants than was frequently to be found there from ten in the morning till four in the afternoon. Persons of all grades, from the high to the low, were to be seen waiting for an audience, or even a reply through a clerk.

## THE CRUISE OF THE ROYAL NAVAL RESERVE.

*(The Times.)*

NOTHING could be more satisfactory than the accounts we published of the cruise of the Royal Naval Reserve. Even the elements, from which we have suffered so much on shore, are propitious for the fleet, for some rather stormy weather is an excellent introduction to the experiment. It affords at the outset a means of testing the seamanship of the crews, while nothing shakes men into their places like a little rough work. It would appear from our report that hitherto no fault has been found either with the skill or the disposition of the men. Of their possessing the former qualification, indeed, there was never any reason to entertain a doubt, for they are all picked seamen, and have already been familiarized by their annual training with the peculiarities of the naval service. Still, Regular officers are keen critics of volunteers, and the appearance and work must have been thoroughly satisfactory to win such hearty approval as our correspondent repeats from the commanding officers. Although, as we have said, the men are annually trained, the rapid development of our ordnance has outstripped them, and they are now being instructed in heavy gun drill for the first time. They are said to display great quickness and energy in learning it, and to exhibit singular proficiency in the rifle and cutlass drills. The only fault found with them throughout the letter we print to-day is that they are too ready to work, and that with their rougher training they have no idea of neglecting a job that comes before them because they happen to be on parade, or because it is not their business. We dare say it will not be long before they obtain some instruction in the official art of letting things alone; but a little of the rough handiness attributed to them would be a very useful addition to the Regular services.

We could not have been equally sure beforehand that the Reserve men would fall easily into the general habits and discipline of the Navy, and would at once settle down to a home both with their ships and with their officers. Their behaviour in this respect, however, seems admirable. We are told that the greater independence to which they are accustomed does not prevent their being as respectful as any martinet can desire. They make no complaints; they are perfectly cheerful, and appear to like their ships. This spirit not only does them credit, but it is a great point gained that their first experimental cruise should be thus pleasantly over. The impression these men may carry away of the Royal Navy from their experience of this fortnight may have a material influence upon our future recruiting both for the Reserve and for the Regular service. If they find themselves well treated, and their work does not prove distasteful, they will give the service a good name throughout the mercantile navy. These considerations have, of course, been fully present to the naval authorities, and instructions have been given to the commanding officers to treat the men with consideration. This will not so much depend on what they are asked to do as on the manner in which they are asked to do it; and the officers may, probably, be as exacting in their demands as they please, provided they treat their men with confidence and patience.

Should this experiment end as successfully as it has begun, the country may justly derive considerable gratification from it. Whatever changes may pass over military science, our fleet must always be our chief protection so long as the Channel and Atlantic divide us from the rest of the world. If the wooden walls of Old England are doomed to disappear, her iron walls will still be her great defence. So long as we retain command of the sea, no force can land in this country, or if, by some strange accident, it gained a momentary footing, it would be instantly separated from its supplies. A sufficiently powerful fleet would render us secure from any material danger at home; and to be safe at home is the best preparation for making, if necessary, an offensive movement abroad. To have a strong navy is, in fact, to double our army, and this ought consequently to be the very first object with those who are responsible for the defence of the country. The public are so sensible of this that they are only too tolerant of heavy Naval Estimates; but, in the case of fleets as of armies, there is a limit to the burdens we can bear. The great military monarchies of the Continent are already staggering under the weight of their defensive armour. In all of them it is felt that to maintain a force constantly on foot sufficient to meet any force that might be brought against it would prove ruinous to national prosperity. Yet such a force must be available. The sword must be at hand, and the problem is how to keep it sheathed. One country has led the way in encountering this difficulty, and has justified its measures by complete success. To borrow a naval term, we may say that Prussia has a certain force always "in commission," but in addition to this she has a large reserve which can be placed "in commission" at very short notice. This is the principle which we are making faint attempts to apply to our army, and which ought to be vigorously and promptly applied to the navy. It would be equally impossible and ridiculous for us constantly to keep afloat a fleet of ships and a force of seamen at once sufficient to discharge the duties of peace and equal to the emergencies of war. Only a contingent of the fleet can be in commission at any one time; and the number of men actually in the service must consequently be always on a peace footing. Now, the unsatisfactory part of the matter has hitherto been that we have had no assurance of being able to augment our staff of seamen upon an emergency. In old times we got over the difficulty very summarily. We seized by sheer violence as many men as we wanted and pressed them into the service, and there is no better proof of the admirable stuff of which the British sailor is formed than that men thus enlisted should have fought so well. Those days, however, are gone, never, we hope, to return; and we must depend on some more civilized method of recruiting. In this lies the necessity of the Royal Naval Reserve. In connexion with the Coastguard, it assures us, at any moment, of being able to man a second fleet. Even should all the ships in commission be compelled to put to sea, such a squadron as is now cruising in the Channel, doubled as it could be within a week, would make a very formidable defensive force. If other nations wish to judge of the power we could exert on the sea, they must for the future take this Reserve into their calculations. The consideration is the more important, since it is very doubtful whether any other country in the world has the command of such a mercantile marine. The Americans have a large commerce, but they are not a seagoing people, and, although they are capable of bringing up their fleet to any degree of perfection, they are never likely to possess a large reserve force. To be able, in fact, at a week's notice to put a reserve fleet upon the water will be a greater augmentation to the warlike power of this country than any other military or naval development. It is of the utmost consequence that a force which offers such advantages should be kept well in hand, and this may probably be done with comparatively little trouble. The men are not like Volunteers, who have to learn their business from the commencement. In all the more difficult parts of their work they are as proficient as members of the Regular service. They know already how to handle a ship, and they will readily learn how to fight it. They are like Volunteers who have to acquire nothing but the use of the rifle to make them perfect soldiers. The Government have done well in resolving to encourage so important a force, and we trust this cruise is only the commencement of an annual practice.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors bills." Made simply with boiling water or milk. Sold by the Trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London

DINNEFORD'S FLUID MAGNESIA.
The best remedy for
Acidity of the STOMACH, HEARTBURNS, HEADACHE, GOUT, and INDIGESTION; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.
DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORD'S MAGNESIA.
Agents—TREACHER & Co., Bombay, Poonah, and Byculla.

IMPERIAL FIRE ASSURANCE COMPANY.—LONDON.
Policies of Insurance against Fire upon Houses and other Buildings, Household Furniture, Goods, Wares, and Merchandise, continue to be issued on behalf of the above Company by the undersigned.
THE LONDON, ASIATIC & AMERICAN Co. (Ld.),
1st January 1868. Agents.

## BANKS.

ORIENTAL BANK CORPORATION.—
Incorporated by Royal Charter.
The current rates of Exchange are:—

| | | Per Rupee |
|---|---|---|
| On London at 6 months' sight | 1s. 11¼d. | do. |
| ,, 3 do. | 1s. 11¼d. | do. |
| ,, 1 do. | 1s. 11 1/16d. | do. |
| ,, demand | 1s. 10 15/16d. | do. |
| On Scotland do. | 1s. 10 15/16d. | do. |
| On Ireland do. | | |
| On Paris do. | 1s. 10 13/16d. | do. |
| Circular Notes payable throughout Europe. | 1s. 10 13/16d. | do. |

No Drafts at four months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.
All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."
Any information as to rules of business may be had on application at the Office, or by letter to the Agent.
KURRACHEE SUB-AGENCY.
The Agent buys Bills on England and elsewhere, and grants Drafts on he Head Office and Branches of the Corporation.
Bombay, 4th June 1869.

COMPTOIR D'ESCOMPTE DE PARIS.—
(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1854.)
Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by amended Act of 1867.
Subscribed Capital ..... £3,200,000
Paid up Capital ..... 3,200,000
Reserve Fund ..... 800,000
HEAD OFFICE—Paris.
AGENCIES AT
London. | Saigon.
Lyons, Marseilles and Nantes. | Hongkong.
Bourbon (Reunion). | Shanghai.
Calcutta. | Yokohama.
LONDON BANKERS.
The Union Bank of London, and Messrs. C. J. Hambro and Son.
AGENTS IN SCOTLAND.—National Bank of Scotland.
AGENTS IN IRELAND. { The Munster Bank, Limited. / The Belfast Banking Company.
The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.
CURRENT DEPOSITS.
These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.
Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any further information as to rules of business, may be had on application to the Manager.
All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."
E. J. HARDCASTLE,
9, Rampart Row, Bombay, 19th February 1868. Acting Manager.

NATIONAL BANK OF INDIA (Limited).
Established in India 1863, and Incorporated under the English Companies Act of 1862, 23rd March 1866.
Authorised Capital—Two Millions Sterling.
Subscribed Capital ..... £927,700
Paid-up Capital ..... £463,850
Reserve Fund ..... £ 41,000
HEAD OFFICE.
80, King William Street, London.
BRANCHES AND AGENCIES.
Calcutta, Bombay, and Madras.
EDINBURGH DEPOSIT AGENCY.
Agents—Messrs. Dalmahoy & Cowan W.S.
GLASGOW DEPOSIT AGENCY
Agents—Messrs. Couper, Mackenzie & Innes, Solicitors.
BOARD OF DIRECTORS.
John Borradaile, Esq., 26, Gloucester Place, Portman Square.
R. Boyson, Esq., late Solicitor to the Government of Madras.
R. O. Campbell, Esq., of Messrs. Binny & Co. Madras, late President Bank of Madras.
W. S. Fitzwilliam, Esq., late Member of the Supreme Legislative Council of India.
W. E. Frere, Esq., Bombay Civil Service, late Member of Council Bombay Government.
R. P. Harrison, Esq., late Controller General of Accounts for India, and Government Director, Bank of Bengal.
E. W. Wingrove, Esq., late of Calcutta.
CHIEF MANAGER—R. O. SAWERS, Esq.
LONDON BANKERS
The Bank of England
National Provincial Bank of England.
and
National Bank of Scotland, London.
AGENTS IN SCOTLAND,
British Linen Company Bank.
and
National Bank of Scotland.
AGENTS IN IRELAND.
Provincial Bank of Ireland.
RULES OF BUSINESS OBSERVED AT BOMBAY.
EXCHANGE.
The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negociates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to, and when requested, and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.
CIRCULAR NOTES.
The Bank also issues for the use of Travellers by the Overland Route, the Circular Notes of the National Provincial Bank of England, which are payable in Egypt, and at all the principal towns on the Continent, &c.
CURRENT DEPOSIT ACCOUNTS.
The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on customers' daily balances from Rs. 500 up to Rs. 100,000.
FIXED DEPOSITS.
The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows:—
On Deposits subject to 3 months' notice of withdrawal 3 per cent.
,, 6 ,, ,, 5 ,,
,, 12 ,, ,, 6 ,,
All remittances should be made payable to the Manager, National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms of business.
By order of the Directors,
JAMES WINDRAM, Manager,
National Bank of India, Bombay, 12th April 1869.

## FOR SALE.

FOR SALE, a Jolly Boat and a Dingy (the latter suitable as a cook-boat for the lascars) both lately painted, and in thorough repair, with complete fittings. For particulars apply at the "Bombay Gazette" office.

STANHOPE PHAETON.—For SALE, a new Stanhope Phaeton (made by one of the best London Manufacturers), hung on elliptic Springs, painted and lined Green, head with roll-up back, brass furniture, pole and chains. For price and other particulars apply to CUTLER, PALMER, & Co., Dean Lane.

FOR SALE, one good Palanquin Shigram, nearly new, with a fine strong black Galloway, goes well in harness and saddle, makes a fine Dogcart horse. Price of the whole turn-out Rs. 650. Apply at "Bombay Gazette" Office. The horse or shigram will be sold separately if required.

FOR SALE some very nice Ice Chests with and without Drawers, to hold 100, 200 and 300 lbs. of Ice, the Drawer being in makes it very convenient. Bottles can be put in and cooled by the constant drip of the ice water. Apply to P. HAMILTON & Co.,
Lower Colaba.

JUST RECEIVED, an invoice of Saddlery, by J. A. Owen, of Leicester-square, Maker to the Royal Family, consisting of the following:—

| | | | |
|---|---|---|---|
| Lady's white quilted Doeskin Saddles with Bridles. | | | |
| Gentlemen's Hunting Ditto Ditto with Ditto. | | | |
| Infantry Officer's Saddles, with Rosetton Bridles. | | | |
| A few sets of double and single permanent plating Harness. | | | |
| The property of a Gentleman left the Presidency. | | | |
| A handsome second-hand serviceable Mail Phaeton, converting into a waggonette at pleasure, with leathered shades for monsoon (having concealed steps for Ladies), with lamps, pole, and shafts, by William King, of London. | | | |
| Also a set of serviceable second-hand plated double Harness. | | | |
| A handsome palanquin-shaped single horse Office Shigram, painted dark green and lined with best lamps. Purchaser shall have guarantee of the works. | | | |
| Also a few other carriages of different kinds, &c., &c. | | | |
| HIRJEEBHOY RUSTOMJEE BAXTER. | | | |
| No. 26, Meadow Street, Fort, Bombay. | | | |

WROUGHT IRON GIRDERS.—The undersigned offer for sale, to arrive in July, 24 Wrought Iron Girders, each 33 feet long, 21 inches deep, 7½ inches over flanges; Web Plates, ⅜ inch; Angle Irons, 3½ inch; Channel Iron Stiffening Plates, ⅜ inches by 4 inches; about 33 cwt. each. Plans can be seen and further information obtained on application.
Just arrived, and now being landed, a small supply of No. 16 Gauge Galvanised Corrugated Iron Sheets.
Galvanised Corrugated Iron, No. 24 Guage. Price Rs. 11 per cwt., cash.
Cast Iron Pipes, 2 to 12 inches diameter.
Bar Iron Plate and Street Iron.
Steel and Files.
Engineer's and Contractor's Tools.
Estimates given for every description of Iron Work and Machinery.
Metal Mart, Borce Bunder, 12th May, 1869. W. NICOL & Co.

KINLOCH and ALLAN, IRON MERCHANTS.
Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipe.
Cast Iron Pipes.
Contractors' Tools.
Grab Winches.
Wrought Iron Hand Pumps.
Hardware.
One 14 H. P. Portable Engine, complete.
One Pumping Engine to lift 3,000 gallons per hour, complete.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.
This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.
As compared with a Wire Fence its advantages are—
1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents to the warlike power of this country than any other by animals running against the Fence are, in general, prevented.
2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.
3rd. No "Stays" or other "Extras" for curves are required.
KINLOCH and ALLAN having been appointed Sole Agent, for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting Ornamental Gates, Railings, &c., &c.
Bombay, 9th June 1869.

ALLSOPP'S PALE ALE,
BOTTLED BY FRIEND AND Co.
Just received in fine condition.

| | Cash. Rs. as. | Credit. Rs. as. |
|---|---|---|
| Pints per dozen | 3 12 | 4 0 |
| Quarts per dozen | 6 0 | 6 8 |

N.B.—All Ales guaranteed.
TREACHER & Co. (Limited).

SNUFFS.

| | | Cash. Rs. as. | Credit. Rs. as. |
|---|---|---|---|
| Gail and Ax's Macouba, per bottle | | 0 14 | 1 0 |
| Fribourgh's Arthurs, Club Mixture, per tin | | 0 8 | 7 0 |
| Kirk's Imperial Black Rappee | ,, | 1 4 | 1 8 |
| Kirk's Imperial Brown Rapee | ,, | 1 4 | 1 8 |
| Kirk's Lundy Foots Irish | ,, | 2 8 | 3 8 |
| Kirk's Macouba, per tin | ,, | 3 0 | 3 8 |
| Kirk's Nut Brown Rapee | ,, | 1 4 | 1 8 |
| Kirk's Prince's Mixture | ,, | 1 4 | 1 8 |

TREACHER & Co. (Limited